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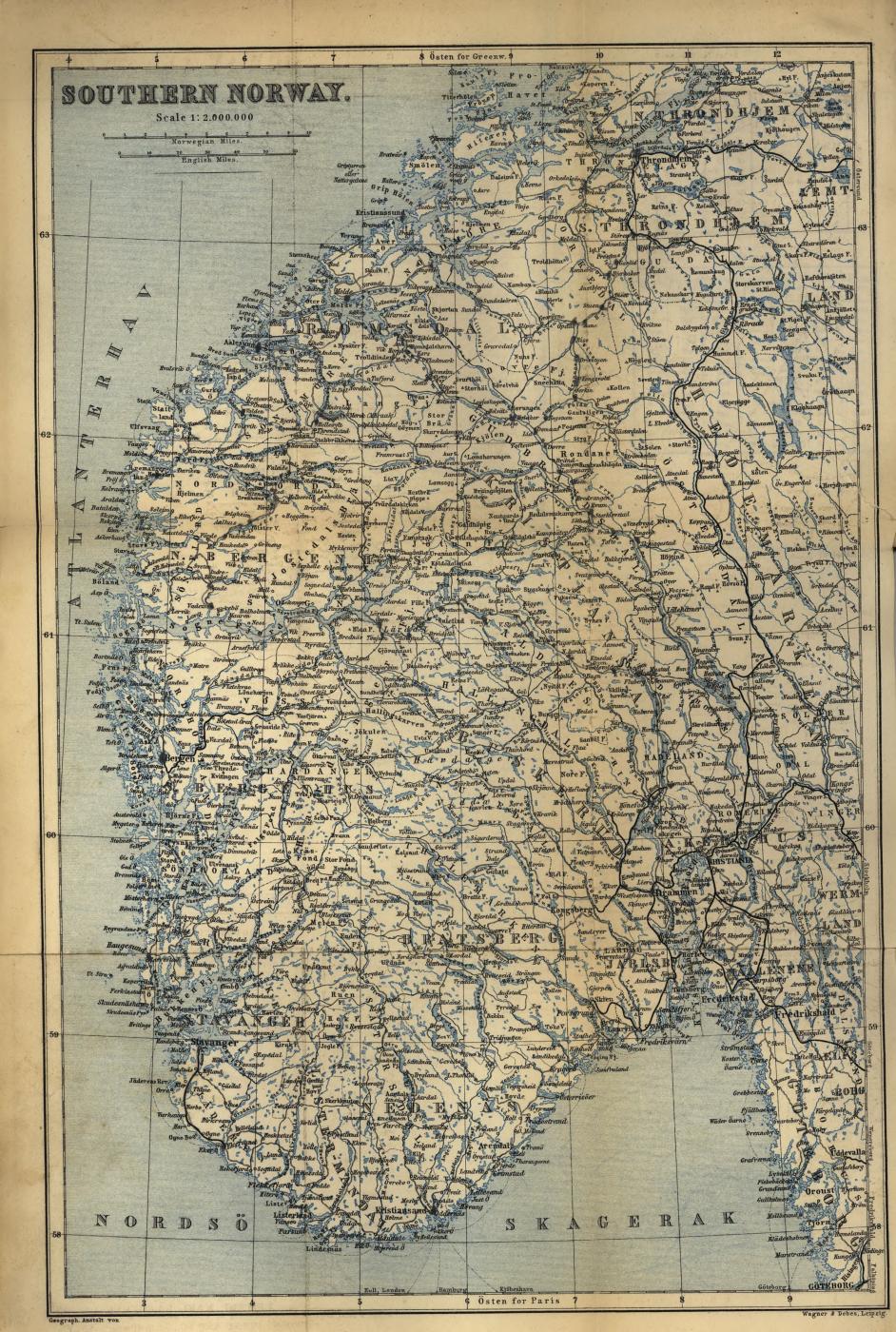
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; 0,97	0,94	1	1	1.609	0,1424	0,1505
1	0,97	1,02	2	3.218	0,28	0,30
1,029	1	1,05	3	4.827	0,43	0,45
2	1,84	2,05	4	6.436	0,57	0,60
3	2,91	3,08	5	8.045	0,71	0,75
4	3,88	4,10	6	9.654	0,85	0,90
5	4,85	5,13	6,64	10.683	0,94	1
6	5,82	6,16	7	11.263	1	1,05
7	6,80	7,18	8	12.872	1,14	1,20
8	7,77	8,21	9	14.481	1,28	1,35
9	8,74	9,24	10	16.090	1,42	1,50
10	9,71	10,26	14	22.526	2	2,10
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100	97,14	102,65	21	33.789	3	3,15



# NORWAY AND SWEDEN.

### HANDBOOK FOR TRAVELLERS

BY

### K. BAEDEKER.

WITH 21 MAPS AND 9 PLANS.

SECOND EDITION, REMODELLED AND REVISED.

LEIPSIC: KARL BAEDEKER.
LONDON: DULAU AND CO., 37 SOHO SQUARE, W.
1882.

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Go, little book, God send thee good passage,
And specially let this be thy prayere
Unto them all that thee will read or hear,
Where thou art wrong, after their help to call,
Thee to correct in any part or all.

CHAUCER.

# PREFACE.

The object of the Handbook for Norway and Sweden is to supply the traveller with information regarding the most interesting scenery and physical characteristics of these countries, and with a few notes on the history, languages, and customs of the inhabitants. Like the Editor's other handbooks it is based on his personal acquaintance with the country described, a great part of which he has himself explored, visiting the most important places repeatedly. exertions to secure the accuracy and completeness of the work have been supplemented by the kind assistance of several gentlemen, Norwegian, Swedish, English, and German, to whom his grateful acknowledgements are due. If, however, any of the statements in the Handbook should be found erroneous or defective, he will gratefully receive any corrections or suggestions with which travellers may favour him.

The traveller will effect a considerable saving both of time and money by preparing an outline of his tour before leaving home, but the details cannot be finally adjusted until the latest local time-tables have been consulted. The most important of these are 'Norges Communicationer' for Norway and 'Sveriges Kommunikationer' for Sweden, both issued weekly in summer at Christiania and Stockholm respectively (price 20 ö.); but these publications, the latter in particular, are far from complete, containing no mention of many of the small steamboats which ply on the remoter fjords, lakes, and rivers. An excellent itinerary for the southern districts of Norway is the 'Lommereiseroute' (usually published in June, price 1 kr. 30 ø.).

On the MAPS and PLANS of the most important districts and towns the utmost care has been bestowed, and it is hoped that they will be found to suffice for all ordinary travellers.

Heights are given approximately in English feet (1 Norw. ft. = 1.029 Engl. ft.; 1 Sw. ft. = 0.974 Engl. ft.). DISTANCES by land and on inland lakes are given in kilomètres, as the tariffs for carrioles and boats are now calculated on the metrical system (comp. pp. XXII, XXIII), while those by sea are stated in nautical miles (1 naut. M. = 4 Engl. M.). The Populations and other statistics are given from the most recent official sources.

First-class HOTELS, though much less numerous in Norway

and Sweden than in more densely peopled countries, are to be found in many of the larger towns, while in the smaller towns and country districts there are inns (Norw. Gjæstgiverier, Sw. qüstqifvareqårdar), posting-stations (Norw. Skydsstationer, Sw. skjutsstationer), and farm-houses (Norw. Bondegaarde, Sw. bondegårdar, the proprietors of which are bound to receive travellers and to provide them with horses whenever required. The accommodation at these country inns or stations is usually unpretending, but they are generally clean, and the charges are very moderate. In the Introduction and throughout the Handbook the ordinary items of expenditure are given approximately. The landlords are a much more independent class than the innkeepers of most other countries, being in many cases substantial farmers or shopkeepers, a very small proportion of whose livelihood is derived from innkeeping.

To the Languages of Norway and Sweden, the former in particular, an unusually ample space has been allotted (see removable cover at the end of the volume), partly on the ground that a slight knowledge of them is essential to the complete success of the traveller's tour, and partly because they are not included in any of the ordinary manuals of con-

versation.

Lovers of Sport will still find considerable scope for their favourite pursuits both in Norway and Sweden, but seldom without deviating from the beaten track of tourists, and undergoing some privations. A number of the places where the best shooting and fishing are obtainable are mentioned in the Handbook.

From this, as well as from the Editor's other Handbooks. advertisements of every kind are strictly excluded.

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Comp. the Key Map at the End of the Book.
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#### Abbreviations.

thern; south, southern; east, eastern: west, western.

M. = Norwegian mile in Norway (1 Norw. M. = 7 Engl. M.), and Swedish mile in Sweden (1 Sw. M. =  $6^3/_4$  Engl. M., nearly), unless the contrary is stated.

N., S., E., W. = north, nor- | R., B., D., S., A. = room, breakfast, dinner, supper, attendance.

R. also = Route.

Kr., ø. = crowns and øre in Norway.

Ö. = öre, the form used in Sweden.

Ft. = English feet.

A cross (†) prefixed to the name of a station indicates that it is 'fast' (see Introd. III.). - On all land-routes and inland lakes and rivers the distances are given in kilomètres (1 Kil. = 0,621 Engl. M.; comp. the Table before the title-page), while on searoutes in both countries they are expressed by sea-miles (1 seamile = 4 Engl. M.). - On railway and steamboat-routes the distances are generally reckoned from the starting-point of the journey, while on high-roads the distances from station to station are given as more convenient.

Asterisks (\*) are used as marks of commendation.

# INTRODUCTION.

### I. Expenses. Money. Language. Passports. Post Office.

The cost of travelling in Norway and Sweden is much more moderate than in most other parts of Europe, but as the distances are very great and much time is consumed in traversing them by road, steamboat, and rowing-boat, the sum total of the traveller's expenses will not usually amount to much less than would be spent on a tour in Switzerland or the Tyrol. After arriving in the country, the traveller should allow at least 11. for each day of his tour, but less will suffice if a prolonged stay be made at one or more resting-places.

Money. By the monetary conventions of 1873 and 1875 the currency of the three Scandinavian kingdoms was assimilated. The crown (krone) is worth 1s.  $1^4/_3d$ . and is divided into 100 parts called  $\sigma re$  in Norway and  $\ddot{\sigma} re$  in Sweden (see money-table before the title-page). English sovereigns, each worth 18 kr., usually realise their full value at all the principal centres of commerce, though the rate of exchange is often a few  $\sigma re$  less than 18 kr. per pound, as in the remoter districts it is sometimes difficult to procure change for a gold piece of 10 or 20 kr. The traveller will find it more convenient to obtain an abundant supply of small notes and coins (Smaa Penge) at Gothenburg, Stockholm, Christiania, or Christiansand before starting on his tour.

Language. English is spoken on board almost all the Norwegian steamboats and at the principal resorts of travellers both in Norway and Sweden, but in the country districts the native tongue alone is understood. The Danish language, as pronounced in Norway, is on the whole the most useful, especially as most travellers devote far more time to Norway than to Sweden. (See grammars and vocabularies in the removable cover at the end of the volume.)

**Passports** are unnecessary, except for the purpose of procuring delivery of registered letters. — The **Custom House Examination** is invariably lenient. Comp. p. 305.

**Post Office.** The postage of a letter to Great Britain, weighing  $^{1}/_{2}$  oz., is  $20\,\text{ø.}$ , and of a post-card  $10\,\text{øre.}$  The traveller should avoid giving his correspondents any poste restante address other than steamboat or railway stations, as the communication with places off the beaten track is slow and uncertain. Telegraph Offices are numerous in proportion to the population.

#### II. Plan of Tour.

A careful plan should be prepared before the traveller leaves home, but the details must be left to be filled in as he proceeds on his way. The steamboat arrangements are constantly undergoing alteration, and the slowness and uncertainty of travelling by carriole and rowing-boat often give rise to disappointment, while many of the traveller's movements must of course depend on the state of the weather.

The best season for travelling, both in Sweden and Norway, is from the beginning of June to the middle of September, but for the Jotunheim and other mountain regions July and August, as many of the loftier routes are apt to be obstructed by snow both earlier and later in the season. The gnats which swarm in some of the inland districts, especially in the Swedish Norrland, including Lapland, are a great source of annoyance and suffering, but the plague generally abates after the middle of August. For a voyage to the North Cape (R. 30), or to Háparánda and Avasaxa (RR. 31,50), for the sake of seeing the midnight sun, the best season is from the middle of June to the end of July. It may also be noted that August is often a rainy month in the eastern districts of Norway, while the wet season sets in somewhat later on the W. coast.

An energetic traveller may see almost all the chief points of interest in Norway and Sweden in 21/2-3 months, but a thoroughly exhaustive tour cannot be accomplished in one season. The chief attractions in Norway are the fjords of the west coast, the Jotunheim Mountains, and the magnificent scenery of the Nordland within the Arctic Circle. The chief interest of Sweden consists in its towns and its canals, but picturesque scenery, though on a smaller scale than that of Norway, also abounds. - The railway companies have lately begun to issue CIRCULAR TOUR TICKETS, available for 30-60 days, and these may sometimes be found serviceable by the tourist in Sweden. He should, however, avoid routes conducting him over the Kil and Falun railway (p. 359). The fine scenery on the W. coast of Norway is not included in any of the districts for which circular tickets are issued. - The routes given in the Handbook may be combined in many different ways, but a few of the favourite tours are subjoined as specimens.

<ol> <li>Two or three Weeks from Christiansand.</li> </ol>	Days
From Christiansand by steamer to Stavanger and Odde on the Har-	
danger Fjord, and thence to Bergen (RR. 7-10)	5-7
From Bergen by steamer to Bolstaderen, and by road, small steamer,	
and road again to Gudvangen on the Sognefjord (R. 11)	2-3
From Gudvangen to Lærdalsøren, and Excursion to the Jostedals-	
bræ (R. 14)	3-4
From Lærdalsøren over the Fillefjeld to Christiania (R. 13)	4-6
	14-20

ii. Three or Four Weeks from Christiansand.

From Christiansand by steamer to Arendal, and by road to Tinoset; or (quicker) all the way by steamer to Skien, and thence

II. PLAN OF TOUR.	xvii
by lake steamer to Notodden-Hitterdal, and by road to Tinoset	Days
(RR. 3, 4, 5)	4-6
From Tinoset to the <i>Rjukanjos</i> , and thence to <i>Mule</i> , either via Tinoset or viâ the <i>Totakvand</i> (RR. 3, 4)	3-4 3-4
From Odde to Bergen and thence either viâ Boldstadøren as in Tour i, or by steamer all the way, to Lærdalsøren (RR. 9, 10, 11, 14)	
Excursions from Lærdalsøren, and thence to Christiania as above	5-6
(RR. 14, 12, 13)	$\frac{7-9}{22-29}$
iii. Three or four Weeks from Christiania.	
From Christiania to Drammen, Kongsberg, and the Rjukanfos (RR. 2, 3) From the Rjukanfos to Odde, Bergen, Lærdalsøren, and Christiania	2-3
(as in Tour ii)	18-24 20-27
iv. Three or four Weeks from Christiania.	
By steamboat from Christiania to Skien, and thence by lake steamer to Hitterdal; excursion thence to the Rjukanfos and back	
(RR. 4, 3)	5-6
Dalen; excursions from Trisæt and Dalen (RR. 3, 4)	5-6
vangen and Gudvangen; and thence to Christiania (as in Tours ii, iii)	10-16
	20-28
v. Three or four Weeks from Christiania.	
From Christiania over the Fillefield to Lærdalsøren and Gudvangen (RR. 13, 12).  From Gudvangen to Eide on the Hardanger Fjord; thence to Odde,	5-7
and from Odde to Bergen (RR. 11, 9)	7-9
From Bergen by the Overland Route to Molde (R. 21) From Molde to the Romsdal, the Gudbrandsdal, Lillehammer, and	4-5
Christiania (R. 15)	6-8 22-29
vi. Four or five Weeks from Christiania.	24-29
As in Tour v. to Molde	16-21
From Molde to the head of the Romsdal and back (R. 15) From Molde by steamboat direct, or partly overland, to Thrond-hjem (RR. 19, 24)	3-4
From Throndhjem over the Dovrefield to Lillehammer, and thence	1-3
to Christiania (R. 25)	7-9 27-37
vii. Seven to eleven Weeks from Gothenburg.	21-01
From Gothenburg to Trollhättan, Jönköping, Vadstena, and Stock-	
holm (RR. 36, 37, 38)	5-7 3-4
From Stockholm to Upsata, Ostersund, and Throndhjem (RR. 45, 46, 49)	3-4
From Throndhjem to the North Cape, and back to Throndhjem	_
(RR. 28, 29, 30)	15-20
(R. 25)	5-6 4-6
From Bergen to Odde on the Hardanger Fjord, thence to Eide, Gudvangen, Lærdalsøren, and Christiania, as in Tours ii, iii.	14-21
	49-68

WALKING Tours. All the above tours are easy, being accomplished almost entirely by steamboat, railway, and carriole, and the traveller will rarely suffer any privation worthy of mention. To mountaineers, pedestrians, and lovers of wild and grand scenery, who are prepared for occasional privations and fatigues, the following walks and excursions are recommended: -

From Christiansand through the Sætersdal to the Suledalsvand and

Odde, RR. 6, 9.

Excursions to the Buarbræ and Folgefond, the Skjæggedalsfos, the Voringsfos, and the walk from Ulvik to Eide, R. 9.

From Lærdalsøren to Jostedal; back to the Lysterfjord, and then to

Skjolden, Fortun, and Oscarshoug, RR. 14, 17.

From Fortun to Aardal and the Vettisfos, and thence to Lakes Tyin, Bygdin, and Gjende, RR. 14, 16.

From Lake Gjende to the Galdhopig, the highest mountain in Nor-

way, and to Rojshjem, R. 17.

From Reishjem to Opstryn, and excursions at the head of the Nord. fjord, RR. 18, 22.

From Hellesylt to the Norangsfjord and back, R. 20.

From Hellesylt to Maraak, and thence to Stavbrakkene and back, RR. 21, 18.

From Mæraak across the mountain to Yttredal and Sylle, and thence

to Aak in the Romsdal, R. 21.

From Veblungsnæs or from Molde to the Eikisdalsnand and Sundalseren, RR. 23, 25.

From Bodo to the Sulitjelma, R. 29.

From Tromsø to the Lyngenfjord, R. 30.

SPORT of all kinds has fallen off greatly in Norway and Sweden of late years. Excellent salmon-fishing is indeed still obtainable, but only at high rents, and the best rivers, such as the Namsenelv above Namsos, are let on long leases, chiefly to wealthy Englishmen. Trout fishing, however, may still be had in abundance by those who are prepared for some hardships. Among the best waters ('Fiskevand') for trout and grayling are the Thelemarken Lakes, the Messna and Laagen which fall into Lake Mjøsen, the Storsjø, Isternsjø, and Fæmundsjø, the Östra Dalelf and other streams falling into Lake Siljan in Sweden, the Lule Elf and the lakes from which it descends in Lapland, and many other lakes and rivers mentioned in the Handbook. — It is difficult now to obtain good shooting in Norway and Sweden, but the mountains enclosing the Hallingdal are still said to afford good reindeer-shooting, which may also be had on the Hardanger Vidder, in the neighbourhood of the Romsdal, near Roros, and in Lapland. Wild-fowl abound in many parts of Norway, particularly in the trackless forests of Østerdalen, in the Ostra and Vestra Dal in Dalarne, in the vicinity of the Storsjö in Jemtland, and in Lapland, but the sportsman will find serious difficulties to contend with. In the first place a very large proportion of the mountain and forest districts, where the best sport is obtainable, belongs to government, and by a Norwegian law passed in 1877 200-500 crowns, according to circumstances, must be paid for a license to shoot there. Persons found shooting without a license are liable to a fine of 200-1000 crowns.

Although no license is required when permission is obtained to shoot over private property, the sport is generally very inferior. Another drawback to the sportsman's enjoyment is the difficulty of obtaining good or even tolerable quarters. The Swedish game-laws, however, are as yet much less stringent, no license being required for shooting on unenclosed land belonging to government.

The Close Seasons in Norway are as follows: — For heath-hen and black-hen (Roi and Aarhone), 15th March to 15th Aug.; capercailzie (Tiur), blackcock (Aarhane), and hazel-hen (Hjerpe), 15th May to 15th Aug.; partridge (Rapphons), 1st Jan. to 1st Sept.; eider-duck (Edderfugl), 15th April to 15th Aug. (no eider-fowl to be killed in Tromsø Stift or in the Fogderier of Fosen and Namdal till the end of 1885); ptarmigan (Rype), 15th May to 15th Aug.; reindeer (Kensdyr), 1st April to 1st Aug.; hare (Hare), 1st June to 15th Aug.; elk (Elgsdyr), beaver (Bæver), and deer (Hjort), 1st Nov. to 1st Aug. (but foreigners are prohibited from shooting them at any time). — Salmon (Lax) and sea-trout (Soorret) in rivers, estuaries, and lakes, 14th Sept. to 15th April; in brooks or on the sea-coast, 14th Sept. to 14th Feb.

The close seasons for game in Sweden are nearly the same, usually ending on 9th August.

### III. Conveyances.

TIME TABLES for Norway in 'Norges Communicationer', for Sweden in 'Sveriges Kommunikationer', and for Denmark in the 'Reiseliste'.

Steamboats (Norw. Dampskibe, Sw. ångbåtar). Most of the steamboats, both in Norway and Sweden, are comfortably fitted up, and have good restaurants on board. The Danish steamboats (Det Forenede Dampskibs-Selskab are said to be the best of those plying on the Baltic Sea, while the steamers of Det Bergensk-Nordlandske Dampskibs-Selskab are commonly reported to be the most comfortable for a journey to the North Cape (comp. p. 221). The smaller steamers plying on the Norwegian fjords are comfortable during the day, but their sleeping accommodation is rather inadequate (see p. 96). The steamers on the Swedish canals should be used only for short distances. The traveller should take every opportunity offered of making previous enquiry as to the comfort of the vessel in which he contemplates making a long tour. It is, perhaps, superfluous to state that he should always travel in the first cabin.

Travellers who are about to spend one or more nights on board a steamer should lose no time in securing a berth by personal application to the steward. In the smaller vessels the dining-saloon is used at night as a sleeping-cabin, but there is always a separate ladies'-cabin. A passenger travelling with his family pays full fare for himself, but is usually entitled to a reduction ('Moderation') of 25 per cent for each of the other members of the party. On most of the steamboats return-tickets, available for various periods, are issued at a fare and a half.

The food is generally good and abundant, but vegetables are rare, and 'hermetiske Sager', salt relishes, and cheese always preponderate at breakfast and supper. The usual charge for a substantial breakfast or supper is  $1-1^1/_2$ , for dinner  $2-2^1/_2$  crowns.

Wine, beer (25 ø. per half-bottle), tea, and coffee are all extras. No spirits are procurable. At 7 or 8 a.m. most passengers take a cup of coffee and a biscuit or rusk ('Kavringer'). The account should be paid daily, to prevent mistakes. The steward expects a fee of  $\frac{1}{2}$ -1 kr. for a voyage of 24 hours, but less in proportion for longer voyages.

Railways (Norw. Jernbaner, Sw. jernvägar). Most of the railways are similar in all respects to those of other European countries. Both in Norway and Sweden, however, there are several narrowgauge lines (31/3 ft.), with two classes only, which correspond with the 2nd and 3rd on the other lines. The carriages on these narrow lines are often badly hung and unprovided with spring-buffers, so that the passenger sustains a severe jolting at starting and drawing up. From 50 to 70lbs, of luggage are usually free. All luggage, except what the passenger takes into the carriage with him, must be booked. The average speed of the quick trains (Norw. Hurtigtog, Sw. snälltåg) is 22-24 Engl. M., that of the mixed trains (blandede Tog, blandade tåg) 15-20 Engl. M., and that of the goods trains (Godstog, godståg) 10-12 Engl. M. per hour. These last, which usually convey 2nd and 3rd class passengers only, are extremely tedious for long distances. All the trains have smoking carriages (Røgekupé, rökkupé) and ladies' compartments (Kvindekupé, damkupé).

The RAILWAY RESTAURANTS in Norway are often poor, but in Sweden they are good and inexpensive. Passengers help themselves, there being little or no attendance. For breakfast the usual charge is  $1^1/_4$ - $1^1/_2$ , for dinner or supper  $1^1/_2$ - $1^3/_4$  crowns; for a cup of coffee or half-bottle of beer  $25\,\text{m}$ . Spirituous liquors not obtainable. The express trains stop at fixed stations, the names of which are posted up in the carriages, to allow time for meals

Posting (Norw. Skyds, Sw. skjuts; pronounced shöss or shyss in each case). Sweden is so well provided with railways and inland steamboat-routes that the traveller rarely has occasion to drive on the high-roads. In Norway, however, there are still immense tracts of country where the Stolkjærre (a light cart with seats for two persons, and generally without springs) and the Kariol' (a light gig for one person) afford the sole means of communication. The luggage is strapped or attached with a rope behind the traveller, and on the top of it the Skydsgut (or simply Gut) takes his seat, while the traveller usually drives himself. If he does so he will be responsible for any accident, but not if he allows the Gut' to drive from behind. The horses, or rather ponies, which are al-

<sup>†</sup> A comfortable carriole or a 'Trille' (open four-wheeler) may be bought at Christiania, or hired for the whole journey, at moderate cost, but serious drawbacks to this mode of travelling are the loss of independence thereby occasioned, and the delays and expense of conveying the vehicle long distances by railway, steamer, and rowing-boat.

most always weak and slow, are often cruelly overdriven by foreigners. The traveller should bear in mind that the average charge of 2-3d, per Engl. mile is very inadequate remuneration to the Skudspligtige, or peasants who are bound to supply the horses, and that on this account also it is unfair to overdrive them. As a rule 12-15 min., and sometimes more, should be allowed for each English mile. Most of the principal roads in Norway have been reconstructed of late years, and are now as good and level as is consistent with the hilly character of the country. Some of the still existing older roads are extraordinarily hilly, and of course very trying to the horses, but they are certainly more picturesque than the new. The roads are made by government, but maintained by the peasantry through whose land they pass, often entailing on them a heavy burden. At intervals of 10-25 kilomètres there are Skydsstationer (pron. stashooner), or farmhouses (Gaarde) whose proprietors are bound to supply travellers with horses whenever required, and most of whom also provide board and lodging.

Those stations where the proprietor is bound to have several horses always in readiness, and is liable to a fine if he keeps the traveller waiting for more than 1/4-1/2 hour, are called Faste Stationer (i. e. 'fixed stations', where a 'fixed' number of horses is always in readiness), or usually by English travellers 'fast stations' (indicated in the Handbook by a +). Another class of stations, now rare, except in little frequented districts, is the Tilsigelse-Stationer (or Skifter), the owners of which are bound to procure horses from the neighbouring farmers. For the 'Tilsigelse' (from tilsige, 'to tell to', 'send to'), or trouble of sending for horses, the stationmaster (Skydsskaffer) is entitled to 14 ø. for each. At these stations, which are justly called 'slow' by English travellers by way of antithesis to the 'fast', the charges are very low, but the traveller may often be kept waiting for several hours. These annoying delays are obviated by sending Forbud ('previous message') to stations of this class, and the same remark applies to 'slow' boat-stations. The 'Forbud' must be sent at least three hours before the time at which horses are required, or better on the previous day. If there is regular postal communication on the road, the message may be sent by letter or post-card; or it may be sent by any one preceding the traveller on the same route. Otherwise it is sent by post-card. which the post-office transmits to the nearest post-town or poststation, after which it is forwarded from station to station at a fixed charge for the los Hest which the messenger rides) +.

Among other regulations, it may be mentioned that each passenger drawn by one horse is allowed 64lbs. of luggage. If two persons travel together in a Stolkjærre, for which they pay a fare and

<sup>†</sup> The Forbudseddel, or message, may be expressed as follows: — Paa Skydsskiftet (... name the station) bestilles en Hest (to Heste, etc.)

a half, they are allowed 24lbs. of luggage only. Lastly it should be noted that in hilly districts the 'Skydsskaffer' is frequently authorised to charge for more than the actual distance. Every station-master is bound to keep a Dagbog (Skydsbog) or day-book, in which the traveller enters his orders and records his complaints if he has any to make. On the first page of the 'Dagbog' is always entered the distance to the nearest station in each direction, whether by road or by small boat, so that the traveller will have little difficulty in calculating the fare. Strictly speaking the fare may be exacted before the hirer starts, but it is usually paid at the end of the stage, when the 'Gut', or girl (Jente) who takes his place, receives a gratuity of 15-20 ø. per station. The 'Gaardskarl', or man who helps to harness the horse, does not expect a gratuity. The following table shows the fares exigible at the different kinds of posting-stations:—

Land-Skyds.

	Slow stations in the country.				Fast stations in the towns and in the country (new tariff).			
Kilometres.	For 1 Person			2 Pers.	For 1 Person			2 Pers.
	Horse alone.	Horse with Stolkjærre.	Horse with Carriole.	Horse with Stolkjærre.	Horse alone.	Horse with Stolkjærre.	Horse with Carriole.	Horse with Stolkjærre.
1 2 3 4 5 6 7 8 9 10	Kr. 0,08 0,16 0,24 0,32 0,40 0,40 0,56 0,64 0,72 0,80	Kr. 0,10 0,19 0,29 0,38 0,48 0,57 0,67 0,76 0,86 0,95	Kr. 0,10 0,20 0,30 0,40 0,50 0,60 0,70 0,80 0,90 1,00	Kr. 0,14 0,28 0,42 0,56 0,70 0,84 0,98 1,12 1,26 1,40	Kr. 0,15 0,30 0,45 0,60 0,75 0,90 1,05 1,20 1,35 1,50	Kr. 0,17 0,33 0,50 0,66 0,83 0,99 1,16 1,32 1,49 1,65	Kr. 0,17 0,34 0,51 0,68 0,85 1,02 1,19 1,36 1,53 1,70	Kr. 0,25 0,40 0,74 0,98 1,23 1,47 1,72 1,96 2,21 2,45

The old tariff, still in force in some of the remoter districts, is lower than the above.

For the transmission of passengers and their luggage by boat (Baadskyds or Vandskyds) the regulations are similar. The following table shows the usual fares:—

med Karjol (Karjoler) eller Stolkjærre (Stolkjærrer) Mandagen den 20. Juli, Formiddagen (Eftermiddagen) Klokken et (to, tre. etc.). Paa same Tid varm Frokost for en Person (to, tre Personer).

Date & Place.

The station-master may dismiss the horses if the traveller is more than 2½ hours late, and after the first hour of waiting he may exact Ventepenge or waiting-money.

Baad-Skyds.

res.	Slow star	tions in the	country.	Fast stations in the towns and in the country (new tariff; old tariff lower).		
Kilomètres	2 men with 4 oars.	3 men with 6 oars.	4 men with 8 oars.	2 men with 4 oars.	3 men with 6 oars.	4 men with 8 oars.
1 2 3 4 5 6 7 8 9	0,15 0,29 0,44 0,58 0,73 0,87 1,04 1,18 1,33 1,45	0,22 0,44 0,66 0,88 1,10 1,32 1,54 1,76 1,98 2,20	0,29 0,58 0,87 1,16 1,45 1,74 2,03 2,32 2,61 2,90	0,21 0,41 0,62 0,82 1,03 1,23 1,44 1,64 1,86 2,05	0,31 0,62 0,93 1,24 1,55 1,86 2,17 2,48 2,79 3,10	0,41 0,82 1,23 1,64 2,05 2,46 2,87 3,28 3,69 4,10

Travellers accompanied by a guide may always employ him as a rower, and thus dispense with one of the boat's usual crew. Each rower generally wields (or 'sculls' with) two oars. A boat manned with two rowers is therefore called a Firring, or four-oared boat, one manned with three rowers a Sexring, and with four rowers an Ottering. The number of persons accommodated depends on the size of the boat. For a large party, or where speed is desired, three or four rowers had better be taken. Farther information, if desired, will be found in the Lommereiseroute ('pocket travelling itinerary'), published every summer by Abelsted of Christiania (price 1 kr. 30 ø.). The exact fare, however, may always be ascertained by enquiry on the spot, and attempts at extortion are happily rare.

Pedestrian Tours. Neither Norway nor Sweden is suitable for long walking excursions, as the distances are too great, and the points of interest lie too far apart. Many of the expeditions recommended above to the notice of pedestrians and mountaineers may be accomplished on horseback, but there is no lack of glacier-excursions and mountain-ascents which can be undertaken on foot only. In mountainous regions, as well as on high roads, the natives usually reckon the distances by Norwegian miles. On an ordinary road a mile may easily be walked in two hours, but on rough ground three hours at least should be allowed for each mile.

### IV. Luggage. Equipment. Tourist Club.

Luggage. Travellers who intend to perform the whole of their tour in Norway and Sweden by railway and steamboat need not restrict the quantity of their luggage, but those who purpose travelling by carriole should, if possible, limit themselves to 30-40 lbs., and this had better be divided between a small and strong

wooden box and a carpet-bag, to which may be added a wallet or game-pouch to be used on occasional walking excursions. If long expeditions on horseback are contemplated, 32 lbs. must be the limit, that being the quantity (2 'Lispund') which a rider may carry with him; if that limit be exceeded, a sumpter-horse (Packhest, with a Kløvsadet) which will carry 192 lbs. (12 'Lipsund') must be hired. A soft or compressible portmanteau is not recommended, as the 'Skydsgut', who is sometimes a ponderous adult, always sits on the luggage strapped on behind. A supply of stout cord and straps will be found useful, and a strong umbrella is indispensable.

Equipment. The traveller is recommended to avoid the common error of overburdening himself with 'articles de voyage', eatables, or anything not absolutely necessary. On all the ordinary routes, and even in some of the remoter places, tolerable food can almost always be obtained. Tea and essence of coffee will sometimes be found useful in the remoter districts. Spirits are not to be had at the inns, but good Cognac may be purchased at any of the large towns for 4-5 kr. per bottle. A superabundance of clothing should also be eschewed. Two strong, but light Tweed suits, a moderate supply of underclothing, a pair of light shoes for steamboat and carriole use, and a pair of extra-strong Alpine boots for mountaineering ought to suffice. Lastly a couple of square yards of stout waterproof material, to be used as a wrapper for coats and rugs, or for covering the knees in wet weather, will complete the traveller's equipment. The aprons (Skvætlæder) of the carrioles, it may here be observed, are often dilapidated, so that a waterproof coat and rug are very desirable. Visitors to Lapland and the Swedish Norrland should also be provided with veils to keep off the gnats. Ladies travelling in Norway should also dress as simply, strongly, and comfortably as possible, eschewing all superfluous ornament. Those who aspire to the rougher mountain tours should be provided with stout gaiters or leggings.

Tourist Club. The Norske Turistforening ('tourist union') extends its useful sphere of operations throughout almost every part of Norway. These consist in building refuge-huts, improving mountain paths, establishing tariffs for guides and boats, and otherwise watching over the interests of travellers. The subscription is only 4 kr. per annum, for which a copy of the 'Aarbog' will be sent to the traveller through the medium of any Norwegian address he names. The members are always received with marked courtesy in the mountainous regions, and enjoy a preference in the case of a competition for accommodation at the club huts. Travellers may enrol themselves at Christiania (W. Schmidt's, p. 2), Bergen, Throndhjem, Fagernæs (p. 90), etc. The club-button (Klupknap), which members wear as a distinctive badge, costs 80 s. more.

GUIDES usually receive 4 kr. per day, and on the expiry of their engagement have to return home at their own cost.

#### V. Hotels and Inns.

Except in the capitals and a few of the larger towns, hotels of the first class are rare in Sweden and still rarer in Norway, but second class hotels and unpretending country inns are abundant in proportion to the population, affording, as a rule, cheap and very tolerable accommodation. The hotels at Christiania, Christiansand, Bergen, and Throndhjem are all as expensive as similar houses in Germany or Switzerland. In Stockholm, on the other hand, the charges at the three principal hotels are reasonable, and in several of the other Swedish towns (Karlstad, Linköping, Norrköping, Malmö, etc.) there are excellent hotels with very moderate charges. At the stations or wayside inns in Norway the usual charge for a bed is 80 o. to 1 kr., for breakfast 1, supper 1, and dinner 11/2-2 kr., while the servant (generally a Pige or Jente) is amply satisfied with a fee of 30-40 ø. from each person (Norw. Drikkepenge, Sw. drickspengar). The country inns (gästgifvaregårdar) in Sweden are usually cleaner than those in Norway, but in the less frequented districts they afford very poor accommodation. In remote places the traveller is sometimes asked to share a room and even a bed with another. In Norway travellers are generally conveyed to or from the railway station or steamboat-quay by the hotel-omnibuses free of charge.

Tables d'hôte are almost unknown in Sweden, and are rare in Norway, except in the principal towns. On board of all the steamboats, however, they are the rule. All the Swedish and Norwegian hotels have a restaurant attached to them, where most of the natives dine and sup à la carte. The Smörgåsbord or Brännvinsbord, where relishes of various kinds, bread-and-butter, and brandy and liqueurs are served by way of a stimulant to the appetite, is an institution peculiar to Sweden. The following dishes are among the commonest in the Matseddel or Spiseseddel (bill of fare) at the restaurants:—

Norwegian	. English.	Swedish.	Norwegian.	English.	SWEDISH.
Suppe	Soup	Soppa.	Aal	Eel	Ål
Kjødsuppe	Broth	Buljong	Gjedde	Pike	Gädda
Kjød	Meat	Kött	Ørreter	Trout	Foreller
kogt	boiled	kokt	Torsk	Cod	Torsk
stegt	roasted	stekt	Sild	Herring	Sill
Oxekjød	Beef	$Oxk\ddot{o}tt$	Grønsager	Vegetables	Grönsaker
Kalvesteg	Roast veal	Kalfstek	Bønner	Beans	Böner <sup>*</sup>
Koteletter	Cutlets	Koteletter	Erter	Peas	Ärter
Faarsteg	Roast mut-	Fårstek	Potetes	Potatoes	Potates
E1 1	ton	0 1 1 1 1 1 1	\ Kartofter	ъ	2
Flesk	Pork	Svinkött	$\mathcal{L}g$	Eggs	Ägg
Raadyrsteg	Roast veni-	Rädjurstek	Pandekager		Pankakor
	$\mathbf{son}$		Ost	Cheese	Ost
Rendyrsteg	Roast rein-	Renstek	Smør	Butter	Smör
	deer		Kager	Cakes	Kakor
Fjærkræ	Poultry	Fjaderfä	Rødvin	Red wine	Röttvin
And	Duck	And	Hvidvin	White wine	Hvidtvin
Gaas	Goose	Gås	Øl (short)	Ale	Öl, bier.
Fisk	Fish	Fisk			•

Beer is the beverage usually drunk (halv Flask or halfva butelj, 20-25 e.), but good Bordeaux and other wines are procurable at the better inns and on board all the steamers. Porter has also come into vogue of late years, particularly at Gothenburg and Stockholm. Spirit-drinking, which used to prevail to an enormous extent, has been greatly diminished by recent —

LIQUOR LAWS. In Norway, where the liquor-traffic was formerly almost entirely free, the consumption of raw spirits amounted in 1833 to 28 quarts per head of the entire population. Owing to the raising of the duty and to the efforts of temperance societies the quantity was reduced in 1843 to  $17\frac{1}{2}$  pints per head, and in 1871-73 to about 9 pints per head per annum. In 1874 and 1875 the average consumption rose to nearly 12 pints for each person per annum, but the recent introduction of a 'permissive bill' has again caused a great reduction and is said to have been attended with the most beneficial results. By the laws of 9th June, 1866, 3rd May, 1871, and 22nd May, 1875, the authorities of each district may, by a majority, refuse to grant any license for the retail sale of spirits within their district, or they may grant a monopoly of the spirit-trade to a company which is bound to pay the whole of its profits to the municipality, after deduction of expenses and 5 per cent interest. The former option has been exercised in many country-districts, with the result that drunkenness is now almost unknown and that poverty, crime, and disease are greatly diminished. The other alternative has been adopted in many of the larger towns, such as Bergen and Christiansand, with the result that drunkenness and crime are much less frequent than formerly, and that a considerable revenue is yielded to the municipality for the support of the improvident classes. The sale of spirits is entirely prohibited on Sundays and saints' days, and also on Saturdays and the eves of festivals after 5 p.m. — The laws restricting the sale of wine and beer are similar, but of a much less stringent character.

In Sweden the leading statute regulating the retail spirit-trade was passed on 24th August, 1877, partly in consequence of the success which for several years previously had attended the Gothenburg licensing system'. Its provisions are similar to those of the Norwegian statutes, and by § 3 it is farther provided that food shall always be sold at spirit-shops. By §§ 10, 14 it is enacted that the authorities of a district may either sell one or more licenses, in accordance with the requirements of the place, by auction to the highest bidder, or to a company which shall pay the whole of its surplus profits to the municipality, or they may by a majority refuse to grant any license for the retail sale of spirits. Again, by § 17, no license will be granted to any one in a town, except on his undertaking to pay duty on at least 1200 Kannor at the rate of 25 g. per Kanna (21/3 quarts) of spirits sold for consumption elsewhere, or at the rate of 40 ø. per kanna of spirits consumed on the premises. The minimum quantity on which duty must be paid in the country is 600 Kannor. A license in a town, if granted at all, therefore costs 300-480 kr., and in the country one-half of that sum. By § 28 spirit-shops are closed in the country, and in towns they may be closed by order of the authorities, on Sundays and festivals. — In October, 1877, the municipality of Stockholm, under § 10 of the statute, granted the sole license to retail spirits to a company similar to that at Gothenburg, and the police statistics show that drunkenness and crime have already decreased.

Travellers requiring to leave a country inn early in the morning should make all their arrangements and give their orders on the previous night, as the people are generally very slow in their movements. When lodging is obtained at the house of a 'Lensmand' or a pastor, the traveller may either ask for the bill, or pay at least as much as would have been charged at an inn. In some cases,

however, all remuneration is refused. — Cafés are almost unknown in Norway, but are to be found in all the larger Swedish towns. One of their specialties is the famous Swedish punch, a mixture of rum or arrak with lemon-juice and sugar, which is drunk as a liqueur and undiluted. With ice in summer it is a palatable, but not very wholesome beverage.

#### VI. National Character.

The Swedes are generally pleasant and courteous in their manners, and very hospitable and obliging to strangers, but by ordinary tourists, who traverse the country by railway and steamboat, they are seldom seen to advantage.

With the Norwegians, on the other hand, whose country, in pleasant, old-world fashion, must be explored chiefly by driving, riding, or walking, the traveller will have ample opportunity of becoming better acquainted. Principal Forbes, the learned author of a standard work on Norway, calls the natives 'a free, intelligent, and fine-hearted people', and the definition is still correct, particularly with regard to those who are somewhat removed from the influences of modern 'civilisation'. Sincerity, honesty, and freedom from conventional cant are the chief national virtues. The outward forms of politeness are very little observed. On arriving at an inn or a station the traveller is seldom welcomed by the host or hostess, and on his departure he is treated with the same apparent neglect. The omission of such attentions arises partly from the independent position of many of the station-masters, with whom innkeeping is quite a subsidiary branch of business, and partly from the national unobtrusiveness and simplicity of character. Of true politeness and genuine kindness there is seldom any lack. The democratic character of the people manifests itself in the freedom with which the peasant, the guide, and the Skydsgut scat themselves at the same table with the traveller. If the latter, however, invites his guide or Skydsgut to share his meals, he must pay for them at the same rate as for himself. The invitation (which is by no means obligatory) is accepted with a certain amount of dignity, and not unusually responded to by the attendant's ordering an extra bottle of wine or beer. On receiving a gratuity, the recipient usually shakes hands with the donor in token of his gratitude. Persons who object to such demonstrations had better abstain from visiting Norway. The Norwegians are uniformly well educated and intelligent, often unaffectedly pious and devout, and generally a God-fearing, lawabiding people. Occasionally, however, their piety degenerates into superstition and mysticism, as in the case of the 'Haugianer'.

From what has already been said the traveller will rightly conclude that extortion, dishonesty, and incivility are rarely met with in Norway. In some cases, in parts of Thelemarken for example, somewhat high charges are asked on the ground that they

are not higher than would be paid at Christiania, but they are rarely insisted on if the traveller remonstrates. Lastly it may be observed that in many cases in which travellers have had cause to complain of incivility or overcharging, the offence has been occasioned by the unreasonableness of their requirements and still oftener by their own want of politeness and consideration.

### VII. Maps.

In maps of an extensive, but sparsely peopled country like the Scandinavian peninsula there is abundant space for names, and as there is no lack of these (see below, 'Nomenclature') the traveller will often be misled by their apparent importance. In mountainous and remote districts particularly, each farm-house and even many insignificant 'sæters' or chalets are named in almost as bold type as Christiania itself. In the maps in the Handbook the names of unimportant 'gaards' have been omitted, but those of churches carefully marked. Where several different names are applied to the same place that most commonly used is given.

In Norway a series of Ordnance Maps, the publication of which began in 1826, on the scale of 1:200,000, includes as yet only the southern half of Norway and the Tromsø-Amt (p. 251). These maps are executed entirely in black, and are often indistinct, as most of the plates have suffered from frequent use. A series of 200 new ordnance maps on a scale of 1:100,000, called the 'Topografisk Kart over Kongeriget Norge' (water coloured blue, mountains shaded in chalk), and a 'Generalkart over det sydlige Norge', on a scale of 1:400,000 (in three colours: to be completed in 18 sheets) are now in progress, but in each case only a few sheets have as yet been issued. The maps of these two series exhibit a good many striking discrepancies. For travelling purposes the most satisfactory map that has as yet been issued is the Reisekart over det Sydlige & Nordlige Norge, on a scale of 1:800,000, prepared from official sources by Lieutenant Nissen (published by Cammermeyer of Christiania; six plates, 1½ kr. each). In this map the 'skyds-stations', the distances between them, and other points useful to tourists are carefully noted. Lastly we may mention 'Haffner & Dahl's Kart over Finmarkens Amt' (1:400.000; two plates).

Of SWEDEN, on the other hand, there exists a most satisfactory, though still uncompleted, ordnance map, called the 'Generalstabens Karta öfver Sverige' (water coloured blue), on a scale of 1:100,000. The southern provinces, extending as far as Gefle and Letaforss, will occupy 102 plates, about half of which are published. — Another excellent map is the 'Generalkarta öfver Sverige' (1:100,000), in three plates, of which the two southernmost have been issued. — We may also mention the 'Länskartor' (1:200,000) and the 'Atlas öfver Sveriges Län och Städer' by Dr. M. Roth.

### VIII. Topographical Nomenclature.

In Norway and Sweden, the former in particular, the spelling and pronunciation of the names of places is very variable. In Sweden the modified a and o are written  $\ddot{a}$  and  $\ddot{o}$ , but in Norway usually a and o, while a and o also sometimes occur, the latter being used by some writers to indicate the short sound of the letter. Again in Norway aa, au, ou, and o are frequently interchanged, as in Laag, Laug, Loug, or Log, 'river', and Haug or Houg, 'hill'. The vowels  $\theta$ , u, ei,  $\theta i$ , and e (sometimes also u) are also frequently interchanged, while their pronunciation is nearly identical, so that the same word will sometimes assume such various written forms as Synjereim, Sønnerheim, or Sønnerum, Bredheim or Breum, Mæraak or Merok, Eidfjord or Øifjord. The letter d in combination with other words or at the end of a word is usually silent, and is consequently often omitted in writing (Meheia for Medheia, Haukeli for Haukelid, etc.). Lastly it may be observed that in many words g and k, when hard, are used indifferently, as Agershus or Akershus, Egersund or Ekersund, Vig or Vik. The article en or et (see the grammar in the appendix) is often added in common speech to names which appear in the map without it (Krogleven, Kroglev, etc.). In the Danish or Norwegian language the letter w does not occur, but in Swedish v and w are constantly interchanged, the latter having of late come more into vogue.

In both countries the traveller will often be struck by the simplicity and primitiveness of the nomenclature, names signifying merely 'the creek', 'the promontory', 'the lake', 'the end of the lake', 'the river', 'the river valley', 'the valley river' recurring very frequently. Farm-houses again usually take their names from their proprietors, and the converse is also often the case. The following is a list of several Norwegian words of frequent recurrence ( $\alpha$  and  $\alpha$  being placed last in the alphabet):—

Aak, Ok, probably con- Fjord, bay, arm of thesea. Mork, Mørk, forest; also tracted from Aaker or Fos, waterfall. a 'mountain-tract'. Ager, field, cultivated Gaard, farm-house (Engl. Nut, mountain-top, peak. 'yard'). Næs, nose, promontory. Aar, from Aa, river. Gald, rocky slope. Odde, tongue of land, promontory. Aas, ridge. Grand, group of chalets. Os, mouth, estuary. Haug, Houg, hill. Aur, see Øre. Hei, Heia, barren height. Plads, hamlet, clearing. Bræ, glacier. Bu, Bo, Gaard', hamlet. Helle, slab of stone, rock, Prastegaard, parsonage.

Bu, town, village.

cliff. Røgja, Røja, Røja, Reie, parish. Bygd, parish, district, Hyl, Hol, hollow, basin. Swter, 'chalet', mountainfarm, cowherds' hut. hamlet. Kirke, church. Klev, cliff. Stul, Støl, see 'Sæter'. Dal, valley. Egg, corner, edge, ridge. Kram, Qram, ravine. Eide, isthmus, neck of Laag, Log, Laug, Loug, Stue, wooden house, sæter, hut. land. river. Sund, strait, ferry. Lykke, hamlet, garden. Threit (Eng. 'thwaite'), Elv, river. Fjære, beach. Mark, field. clearing. Fjeld, mountain. Mo, Mog, plain, dale. Tind, peak.

Tjærn, Tjern, or Kjærn, Ur, rubble, loose stones. Yel, sandy slope.
small mountain-lake, Yauy, bay, harbour. Ø, island.
'tarn'. Yand, Vatn, water, lake. Øe, Øy, peninsula, tongue
Toft, site of a house, plot Yang, meadow, pasture. of land.
of ground'(the English Yas, contracted genit. of Øre, Øyr, alluvial or
and Scotch provincial 'Vand'. gravelly soil, tongue
word 'toft'. Vig, Vik, creek.

Many places have two or more different names, one usually applying to the church, another to the principal 'gaard', a third to the posting-station, and so on, the number of names being sometimes in an inverse ratio to the importance of the place.

# IX. On the Physical Geography of Scandinavia.

Situation. Geological Formation. Coast Line.

Scandinavia, the largest peninsula in Europe, embracing the kingdom of Norway on the W. and N. sides, Sweden on the E. and S., and part of Russia to the N.E., is about 296,500 Engl. sq. M. in area. It extends from S.S.W. to N.N.E. between 55° 20' and 71° 10′ N. latitude, being upwards of 1100 Engl. M. in length. Between the Gulf of Bothnia and the N.W. coast its breadth is about 260 Engl. M., and towards the S. its breadth gradually increases, though at the point where the Throndhjem Fjord forms a deep indentation it narrows to 160 M. Farther to the S., in latitude 60° (that of Christiania and Upsala), the width increases to 435 M., beyond which Norway terminates in a rounded peninsula ending in Cape Lindesnæs (58° 59'), while the S. part of Sweden forms another peninsula to the S.E. of the Christiania Fjord, gradually narrowing, and terminating in the promontory of Falsterbo (55° 20') near Copenhagen. The entire coast-line of the peninsula, disregarding its innumerable indentations, measures 2060 M. in length, the part between Cape Lindesnæs and Vadsø alone measuring 1250 M.

The peninsula contains no distinct mountain-ranges like those occurring in most other countries, but mainly consists in its W. part of a vast elevated plateau, descending abruptly to the western fjords and sloping gradually down to the plains of Sweden and the Gulf of Bothnia on the E. side. Roughly speaking, a line drawn parallel with the W. coast, about 50-60 Engl. M. inland, marks the boundary of the mountain plateau, the W. margin of which is deeply indented with innumerable bays and creeks, and fringed with a belt of countless rocky islands. The latter are known as Skjær (Sw. skær), and the island-belt as the Skjærgaard (skærgård), To different parts of the mountain-plateau are applied the names of Fjeld ('fell'), Heidar ('heights'), and Vidder ('widths', barren

expanses), and in the N. part of the peninsula Kjøler ('mountain-ranges), and from it rise at intervals rounded and occasionally pointed peaks of considerable height.

The Mountains are composed almost entirely of primary rocks, presenting nearly the same form as when originally solidified, and rarely overlaid with more recent formations, so that for the geologist they possess the charm of the most hoar antiquity. These primary rocks consist of granite, gneiss, mica, horneblende slate. quarzite, clay slate, limestone, and dolomite, disposed in the form of strata, corresponding with which are occasional well-defined layers of more recent slate-formations and particularly of limestone. At places, notably in the Romsdal, or Valley of the Rauma, the gneiss, the oldest of these rocks, towers in most imposing pinnacles, 5000-6000 ft. in height, unencumbered by any later formations. That valley extends from the Moldefjord to the S.E., intersecting the pure gneiss rock, which rises on each side in almost perpendicular cliffs, 2000-3000 ft. in height, and is afterwards prolonged by the Gudbrandsdal descending to Lake Miesen. In grandeur of rock-scenery, and in the purity of its formation, this magnificent valley is hardly inferior to the far-famed Yosemite Valley of the Sierra Nevada in California.

About the year 1840 rocks of the Silurian Formation were discovered by geologists in the vicinity of the Christiania Fjord, and since that date other deposits of that period have been found in Skåne, Western Götland, the island of Gotland, Herjeådalen, and Jemteland in Sweden, and also on the banks of Lake Mjøsen and in Throndhjems Stift in Norway, but nowhere of great extent. The largest Silurian basin in the peninsula is that of the Storsjö in Jemteland, a lake of 2580 Engl. sq. M. in area.

One of the most instructive sections of the country is formed by the route from Sundsvall in Sweden to Östersund on the Storsjö and Throndhiem in Norway. The primitive crystalline rocks of Jemteland are first replaced by limestone, extending to the E. bank of the lake, where the Silurian formations begin. stretch westwards to the great mountain backbone of Sweden and Norway. On this route rises Areskutan, the highest mountain in Sweden (p. 367), part of the base of which on the E, and W. sides belongs to the Silurian formation, while the primary rocks, consisting of quartzite, horneblende, mica-slate, and gneiss, protrude through it all the way to the summit. From this vantage-ground we obtain an excellent idea of the character of the Scandinavian mountains. Many of the hills, rounded and worn by glacier-action, are almost entirely bare, or clothed only with lichens (Cetraria cucullata nivalis, Cronicularia ochroleuca, etc.), and present an exceedingly sombre and dreary appearance. The slopes of the intervening basins are often well wooded, but the lower plateaux are mainly covered with vast tracts of lake and marsh.

Coal occurs here and there in the peninsula. The coal-measures of Helsingborg at the S. extremity of the peninsula are of considerable value and extent. On the island of Ande, one of the Vesteraalen group, in latitude 69°, a bed of coal was also recently discovered at the mouth of the Ramsaa, but investigation has proved it to be of little value. The condition, however, of its organic remains proves that the island must have been subjected to violent convulsions about the period when the coal was formed. Under the sea extends a thick seam of coal, above which lie strata of sandstone, clay-slate, and later coal, extending into the island. The island must therefore have at one period been more extensive than now, and thickly clothed with vegetation, after which it appears to have been submerged and then upheaved anew.

The configuration of the mainland must at one time have differed greatly from its present form. That it was once higher above the sea than now, is proved by the formation of the coast with its water and ice-worn fjords, straits, and isthmuses (Eid). On the other hand the sea appears within recent centuries to have receded at places. This was first observed by Celsius (d. 1744) and Linné (d. 1778), who caused marks to be made on the rocks at Kalmar and Gefle with a view to measure the retrocession of the sea, by the German naturalist Hell at Varde in 1769, and by L, v. Buch, the geologist, in 1807. Throughout a vast tract, extending from Spitzbergen to about latitude 62°, the whole country is ascertained to be gradually rising, or the sea to be receding. In the Altenfjord, near Hammerfest, there are ancient coast-lines 620 ft. above the present sea-level, and others gradually decreasing in height extend all the way to Throndhjem and still farther S., while at Throndhjem itself a rise of 20 ft. within 1000 years is well authenticated. At Torneå, at the head of the Gulf of Bothnia, the ground is even said to have risen 5 ft. in a century; in the Aland Islands, farther S., a rise of 3 ft. within the same time has been observed; while at Karlskrona no change of level has been detected. To the S. of Karlskrona, on the other hand, a gradual depression of the land or encroachment of the sea appears to be taking place. These calculations are probably not very trustworthy, but careful measurements made at eleven different places between 1839 and 1865, proved that the average rise of the coast-line between Maase and Christiania during that period was 1 foot. According to Kierulf, the most eminent of the Norwegian geologists, the elevation of the coast has taken place fitfully, as several facts tend to prove. Thus it will generally be observed that in all the Norwegian valleys and fjords there are several distinct terraces, between which there is a sudden and well-defined dip, and that the old coast lines, with their heaps of debris, descend abruptly at their lower ends at an angle of 25-30°. Again it will be noticed that the different waterlevels on the rocks are marked by a kind of disintegrated pathway

or furrow, each separated from its neighbour by a comparatively intact and unworn surface.

In glancing at the Glaciers of Norway, the traveller will observe that all the most important are situated to the S. of latitude 67°. Even so far N. as Novaja Semlja, in lat. 72°, there are no glaciers of considerable size. The most extensive is the Jostedals $br\alpha$  (p. 102), lying between lat. 61° and 62°, 515 Engl. sq. M. in area, and the largest glacier in Europe. In form it resembles an enormous roof, from which a number of offshoots descend to within 150-200 ft. of the sea-level. A similar ice-mantle is that of the Folgefond (p. 54), a little to the S. of lat. 60°, and another of vast extent is that of Svartisen (p. 233), within the Arctic Circle. The upper parts of these glaciers form immense and comparatively level expanses of dazzling ice and snow, uninterrupted by moraines or crevasses, except where their ramifications descend into the valleys, and rarely broken by peaks rising above them. plateaux of ice accordingly correspond with the mountain - configuration peculiar to Norway, and on a small scale they afford an idea of the character of the glaciers which once covered the whole country. Of that period numerous traces still exist in Scandinavia as well as on the Baltic coasts. Striated rocks are everywhere observable, from the coast-line upwards; the debris of moraines is distributed over every part of the country; and the soil formed by glacier-friction now forms good cultivable land and affords abundant material for brick-making. ERRATIC BLOCKS seem to have been first deposited in S. Sweden by the glaciers on their southward course, and they abound in N. Germany, sometimes lying a few feet only below the surface of the soil, sometimes clustered together with sand, mud, and gravel, and rising into hills of 70-185 ft. in height, called Asar in Sweden, and known in Ireland and Scotland as escars and kames.

The coast is indented with innumerable Fjords, almost all of which have several minor ramifications. Similar indentations occur in the precipitous W. coast of N. America, extending northwards from the Strait of Juan de Fuca, and on the S. American coast, to the S. of the Island of Chiloe, and on a smaller scale there are numerous fjords on the W. and E. coasts of Greenland, in Spitzbergen. Novaja Semlia, and on the W. coasts of Iceland, Scotland, and Ireland. All these fjord-formations cease within 40-50° from the equator, and at the same time they generally correspond with the rainiest regions of the countries where they occur. The E. coast of Scandinavia was probably also at one time indented with fiords. to which the numerous inland lakes once belonged, but which have gradually been filled up by the alluvial deposits of the rivers. That the fjords have been formed, as would naturally be supposed, by the erosive action of ice and water, seems to be disproved by the fact that they are often much deeper than the sea beyond their

mouths. The Sognefjord, for example, is no less than 4100 ft. deep at places. The fact appears rather to be that these basins existed before the glacier era. They are generally narrow and deep, and with the exception of those in E. Finmarken, they lie at right angles to the axis of the mountains. On the banks of the fjords usually extends a strip of fertile and sheltered land which has attracted a considerable population.

The immense and intricate archipelago of the Skjærgaard (skärgård), or island-belt, which affords admirable shelter to the coasting steamers, accompanies nearly the whole of the Scandinavian coast from Vadse to Haparanda. The only considerable intervals are in the Arctic Ocean near the North Cape, off the mouth of the Foldenfjord (641/2°), off Jædern and Lister (between 58° and 59°), and opposite the coasts of Halland and Skåne in Sweden. Within the Arctic Circle are a considerable number of large islands, the Kvale, on which Hammerfest is situated, the Seiland, Sere, Stierne, Kaage, Arne, Varne, Ringsvadse, and Hvale; between the last and the mainland is the Tromsø, with the town of that name: then Senien and the Vesteraalen and Lofoden Islands. Of the last-named group the first is the Hinde, the largest island in Norway (644 Engl. sq. M.), to the S. of which there are others of considerable size. All these islands, particularly those near the Arctic Circle, are mountainous, and many of them present strikingly picturesque forms. Among the finest are the Hestmandso, Threnen. Lovunden. Alstenø with the 'Seven Sisters', and the singular Torghætta, all of which are described in the Handbook (pp. 228-232).

The great resource of the busy coast-population is the Cod Fishery, besides which the Herring, Oyster, and Lobster Fisheries and Seal Hunting vield a considerable revenue. The great fishingbanks of the Lofoden Islands are mentioned at p. 239. These fisheries support a population of no less than 100,000 souls. The annual yield of the cod-fishery is estimated at 1,300,000l., and that of the seal-hunting (Phoca vitulina) at 55,600l., while about a million and a half of lobsters are annually exported to England alone. Herrings formerly abounded near Stavanger, but disappeared from 1784 to 1808, during which period cod were abundant in that neighbourhood. In 1808 the cod in their turn disappeared and the herring returned, but since 1869 the former have again been found in their old haunts. The shoals of cod and herring are usually attended by a kind of whale (Balenoptera musculus), which was formerly supposed to prey on the latter, but this is ascertained to be erroneous. The oyster-fishery is chiefly carried on on the S. coast near Kragerø, and on the W. coast near Finnaas in Søndhordland, near Lindaas in Nordhordland, near Vestnæs in the Romsdalsfjord, by the Bjære, and near Vigten in the Namsdal. The Salmon Fishery is also of considerable importance. Among the most famous rivers are the *Drammenselv*, the *Numedalslaag*, the *Ongneelv* in Jæderen, the *Suledalselv* in Ryfylke, the *Rauma* and *Driva* in the *Romsdal*, the *Gula* near Throndhjem, the *Namsen* in the Namsdal, and the *Altenelv* and *Tana* in Finmarken.

These valuable resources of the coast-districts, compared with which the Opland or inland districts offer little or no attraction to settlers, have also given rise to the important Maritime Trade of Norway, the foundation of which was laid by the piratical Vikings (inhabitants of 'Vikar' or creeks), whose expeditions extended to Constantinople, and who discovered Iceland, Greenland, and N. America ('Vinland') 500 years earlier than Columbus. On some of the fjords still exist the tumuli of these early navigators, who sometimes caused themselves to be buried along with their vessels. The commercial fleet of Norway now ranks next to those of Great Britain and the United States. Timber for shipbuilding purposes is abundant.

The E. coast of the peninsula is less favourable for the purposes of navigation, especially as many of the harbours have altered their position or been rendered shallow by the gradual rise of the coastline, and accordingly few of the vikings had their headquarters there. The coasting-trade of Stockholm, however, and the inland lake and canal-traffic are of considerable importance.

## Mountains, Lakes, and Rivers.

Owing to the sudden descent of the mountains on the W. coast the streams on that side of the peninsula all have the character of boisterous torrents, while on the E, coast they take the form of long, narrow lakes, connected by rivers and often by waterfalls. The mountains in the northernmost part of the peninsula, bordering on Russia, rarely exceed 1000 ft. in height, but they become loftier as we proceed towards the S.W., rising to most imposing dimensions on the Lyngenfjord (p. 251) and at the head of the Saltenfjord (p. 235), where the Sulitjelma forms the boundary between the sister kingdoms. To the S. of the great glacier-mountains of Svartisen (p. 233) the mountains decrease in height, and a number of large lakes send their waters eastwards to the Baltic. while the Namsen and Snaasen descend to the well-cultivated plains on the Throndhjem Fjord. Farther to the S. the mountains, such as the Jomafjeld, Kjølhaugen, Åreskutan in Sweden, and the Sultoppe, again attain a height of 4000-5000 ft., while the islands off the coast contain mountains of similar height. In latitude 63° the main range divides, the backbone of the peninsula continuing to run southwards, while a branch diverges to the W. nearly at a right angle. In the central range rise the Öster and Vester Dalelf, which afterwards unite and descend to the S.E. to the Gulf of Bothnia. Adjoining the same range lies the Famund-Sig, out of which flows the Famundselv, afterwards called the Klarelf, and falling into Lake Venern, whence it descends under the name of the Götaelf to the Kattegat. A little to the N. of the Fæmund-Sjø lies the Aursund-Sjø, the source of the Glommen, the largest river in Norway, which forms the imposing Sarpsfos at Sarpsborg and falls into the Skager Rak at Fredrikstad. Near the same lake rises the Gula, which descends to the N.W. to Throndhjem, and through the valleys of these two rivers runs the important railway from Throndhjem to the copper-mines of Røros and Lake Mjøsen.

Between the Fæmund-Sjø and the Glommen rise the lofty Hummelfield, Tronfield, and Elgepig, and between the Glommen and the Gudbrandsdal tower the isolated Rondane. N.W. of the latter stretches the Dovrefjeld, culminating in the Snehætta (p. 203), formerly supposed to be the highest mountain in Norway. To the W. of this point, and to the N.W. of the Gudbrandsdal, stretch the gneiss mountains of the Romsdal, already mentioned. The mountains to the S. of the Romsdal are usually known as the Langfjelde, which include the Jostedalsbræ with the Lodalskaupe and extend to the Horungerfield and the Jotunheim Mountains. To the last-named group belongs the Ymesfield, a huge mass of granite nearly 10 Engl. M. in breadth, culminating in the Galdhopig (p. 146), and surrounded by rocks of the transition period. Farther to the S. lie the extensive Lakes Gjende, Tuin, and Bugdin, surrounded by imposing mountains, belonging like the Horunger to the easily disintegrated 'gabbro' formation, and remarkable for picturesqueness of form. All these mountains are covered with perpetual snow, with the exception of the highest peaks, on which, owing to their precipitousness, the snow does not lie.

The southern mountains of Norway, which also run from N.E. to S.W., are bounded by the Sognefierd on the N.W., by the Christiania Fjord on the S.W., and by a line drawn on the E. side from the Fillefjeld to Christiania. Between the Sognefjord and the Hardanger Fjord are the isolated plateaux of the Vosseskavl. the Hardanger Jokul, and the Hallingskarv, rising above the snowline. The Hardanger Fjeld is separated by the innermost branch of the Hardanger Fjord from the Folgefond (p. 54), an extensive snow-clad mountain with several peaks. To the S.E. of the Hardanger-Fjord stretches the extensive Hardanger Vidde, with peaks 3000-4600 ft. in height, which gradually slope on the E. and S. sides. Farther to the E. are the deep valleys of the picturesque region of Thelemarken, which frequently intersect each other. The E. outpost of the whole of this mountain-region is the Skogshorn, to the N. of the Hallingdal. Farther to the E. are the Numedal, Hallingdal, and Valders valleys, descending towards the S., beyond which we again meet with a number of transverse valleys. where the most fertile land in Norway is situated (such as Hadeland on the Randsfjord and Ringerike on the Tyrifjord). The mountains then descend to the plain of Jarlsberg and Laurvig. Among their last spurs are the Gausta and the Lidfjeld in Thelemarken, and the isolated Norefjeld, rising between Lake Krøderen and the Eggedal.

The mountains extending towards the S.E. next enter the Herjeådal and Vermeland in SWEDEN, where they contain valuable iron ores, particularly in Vermeland, Dalarne, and Vestmanland. The range next runs between Lakes Venern and Vettern, where it is called Tiveden, and extends to the E. under the names of the Tydöskog and Kolmården. It then intersects the province of Götland and forms the plateau of Småland to the S. of Lake Vettern. An important spur a little to the S. of that lake is the Taberg, a hill containing about 30 per cent of iron ore. The hills then gradually slope down to the plains of Skåne and Halland, where there are a few insignificant heights only. In the plains of Götland rise the isolated Kinnekulle on Lake Venern, the Halleberg, the Hunneberg, and the Omberg.

The Swedish islands of Gottand and Öland contain no hills above 210 ft. in height.

To a comparatively recent geological period belongs the Swedensh Basin extending from the Skager Rak through Lakes Venern and Vettern to Lake Mälaren, the land to the S. of which was probably once an island. These lakes are believed to have once formed a water-way to the Gulf of Finland, which again was probably connected with the White Sea, and this theory seems to be borne out by the fact that a kind of crayfish found in the White Sea and Lake Venern does not exist in the Atlantic or in the Baltic. The modern canal-route connecting these lakes is described in RR. 36, 37, 39.

The coast to the N. of Stockholm is flat and well wooded, and intersected by numerous rivers and long lakes, at the mouths of which lie a number of towns chiefly supported by the timber-trade. One of the most important lakes is the picturesque Siljan (p. 363). through which the Österdalelf flows. Below Falun that river joins the Vesterdalelf, and their united waters form a fine cascade at Elfkarleby. Of the many other rivers the most important are the picturesque Angermanelf (p. 369), the Lule-Elf (p. 370), and the Tornea-Elf. The last, the longest of all, is connected by a branch with the parallel river Kalix. Most of these eastern rivers are rather a series of lakes connected by rapids and waterfalls. The heavy rainfall in the mountain regions descending into the valleys, where the sun has not sufficient power to evaporate it, forms these lakes and extensive swamps, the overflow of which descends from basin to basin till it reaches the sea. The lower ends of these rivers are generally navigable for some distance. Steamboats ply on the Angermanelf and the Lule-Elf (pp. 369, 370).

## Climate and Vegetation.

TEMPERATURE. Judging from the degrees of latitude within which the peninsula is situated, one would expect the climate to be uniformly severe and inclement, but this is only the case on the E. coast and among the central mountains. The climate of the W. coast is usually mild, being influenced by the Atlantic and the Gulf Stream which impinges upon it. In the same latitude in which Franklin perished in the Arctic regions of America, and in which lies the almost uninhabitable region of E. Siberia, the water of these western fjords of Norway never freezes except in their upper extremities. As we proceed from W. to E., and in some degree even from N. to S., the temperate character of the climate changes, and the winters become more severe. The climate is perhaps most equable at Skudesnæs, near Stavanger, where the mean temperature of January is 34.7° Fahr., and that of July 55.4: difference 20.7°. At Stockholm, on the other hand, the mean temperature of January is 24.8°, and that of July 63.5°: difference 38.7°. The difference is still greater in many places farther to the N., as at Jockmock (66° 36' N. lat.; 925 ft. above the sea), where the January temperature is 3.2°, that of July 57.92°, and the difference 54.90°. The tract lying between the Varanger Fjord and the Gulf of Bothnia, the interior of Finmarken and Lapland, and the southern mountains above the height of 2300 ft., all have an annual mean temperature below the freezing point. Some of the other isothermal lines are curious. Thus the line which marks a mean January temperature of 32° Fahr. runs from the Lofoden Islands southwards, passing a little to the E. of Bergen and through the inner part of the Stavanger Fjord. It then turns to the S.E. to Cape Lindesnæs, and thence to the N.E. towards the Christiania Fjord, and southwards to Gothenburg and Copenhagen. The line marking a mean January temperature of 23° passes through Hammerfest, Saltdalen, Roros, Christiania, and Upsala. In the depth of winter, therefore, the Lofoden Islands are not colder than Copenhagen, or Hammerfest than Christiania. Again, while the mean temperature of the whole year at the North Cape is 35.6°, it is no higher at Östersund in Jemtland, 552 Engl. M. farther south. Lastly, it may be mentioned that while the climate on the W. coast is comparatively equable throughout the year, that of the E. coast and the interior of the country is made up of a long, severe winter and a short and sometimes oppressively hot summer. The average temperature of the sea is  $31/2-7^{\circ}$  warmer than the air, being of course lower than that of the air in summer and higher in winter. The healthiest part of the peninsula is probably the island of Karmø, where the death rate is only 12 per thousand. The average rate for Norway is 19, for Sweden 20 per thousand.

RAINFALL. In the interior of Norway less rain falls than on the coast. In Sweden the greatest rainfall is between Gefle and Gothen-

burg. The mean rainfall in Sweden is 20.28 inches, that of Gothenburg 28.18, and that of the E. coast 16.88 inches. August is the rainiest month in Sweden, especially in the N. provinces. In Norway the maximum rainfall is at Florg, where it sometimes reaches 90-91 inches per annum; on the S. coast the average is about 40 inches, and on the W. coast, to the S. and N. of Flore, 70-75 inches. August and September are the rainiest months in the E. districts of Norway, but on the W. coast the rainy season is somewhat later. June and July are therefore the best months for travelling in Sweden and the E. districts of Norway, and July and August for the W. coast. In the neighbourhood of the Romsdal the rainy season does not usually set in before December. Hail and thunderstorms are rare in Norway. The latter, however, are sometimes very violent on the W. coast, where no fewer than forty churches have been destroyed by lightning within the last 150 years. The following table shows the mean temperature and average rainfall in different parts of Norway: -

	Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches		Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches
Vardø Nyborg Fruholmen Alten Tronnsø Andenæs Bodø Ranen Byønø Ytterøen Christiansund	29 7 39 6 36 6 36 6 46 6 38 6 250 6	71° 6' 59° 58' 59° 39' 69° 20' 57° 17' 66° 12' 55° 28' 53° 49'	34.70 35.42 33.62 35.96 38.48 38.48 37.22 40.28 41.00	_	Lindesnæs . Mandal Sandøsund .	2095 2075 29 49 33 36 29 56 42	62° 5' 62° 35' 61° 36' 60° 24' 60° 19' 59° 5' 58° 2' 59° 55'	27. 5 43.85 44.60 44.78 44.78 44.24 43.85 43.85	75.27 72.25 42.83  55.11

AIR PRESSURE. The pressure of the air in January is greatest in the interior of N. Norway and lowest in Finmarken. In July it is highest on the W. coast and lowest in the interior. The prevailing winds in winter are accordingly land-winds, which are frequently diverted towards the N. and follow the line of the coast. In summer, on the other hand, W. and S.W. winds prevail, blowing towards the region where the air-pressure is lowest, also frequently following the line of the coast towards the N., and rarely impinging on the coast at a right angle. The most prevalent wind blows from the S.W., and on the coast is usually accompanied with dull weather, but this is less the case in the interior. The most violent storms, which prevail chiefly in winter, come from the same quarter. The mountains form a boundary between two distinct climates, the W. wind being the dampest on the W. coast and the driest in the interior.

The Vegetation, as might be expected from the climate and the geological features of the peninsula, is generally poor, but the flora is unusually rich for so northern a region. About 25,758 Engl. sq. M. are covered with forest, chiefly pines, the wood of which is valuable owing to the closeness of the rings which mark its annual growth. Next in point of frequency are the oak, the birch, the elm, and the beech. Other trees occur frequently, but not in the forests. The beech, which suffers more from cold than the oak, but does not require so high a mean temperature, rarely occurs in Sweden N. of Kalmar, while the oak is found as far N. as Gefle. In Norway, on the other hand, the beech extends to a point beyond Bergen, and the red beech even occurs at Throndhjem. Near Laurvig, in latitude  $59-591/2^{\circ}$  the beech is found in considerable plantations. — The apple-tree (Pyrus malus) occurs as far as 65° 10' N. lat., the plum (Prunus domestica) up to 64°. and the cherry to 66°, while currants (Ribes nigrum and rubrum), gooseberries (Ribes grossularia), strawberries (Fragaria vesca), raspberries (Rubus idaeus), and the common bilberry (Vaccinium myrtillus) occur as far north as the North Cape.

Wheat is cultivated as far as  $64^{1/2}$ °, and in the S. of the country to a height of 1000-1250 ft. above the sea; Rye grows as far N. as 69°, and in the S. up to a height of 1950 ft.; Barley and Oats occur up to 70°, and in the S. to a height of 2050 ft. above the sea. Botanists are referred to the instructive works of Schuebeler and Axel Blytt. — The cultivated land in Norway occupies the insignificant area of 1074 Engl. sq. M., but in Sweden 10,678 sq. M. In the northern regions the Oxyria remiformis, a kind of sorrel, is largely cultivated as a substitute for corn. It is kept in a frozen condition in winter and boiled down to a pulp for use, being frequently mixed with flour and made into Fladbred. In the S. districts, however, the 'flat bread' is usually made of wheat or barley flour mixed with mashed potatoes, and sometimes with pease-meal. The Lapps mix their bread with reindeer-milk and sometimes with the bitter Mulgedium alpinum, which is believed to be a preventive of scurvy.

It is a curious fact that barley takes exactly the same time (90 days) to ripen at Alten (70° N. lat.) as at Christiania and in the S. of France, but it is now generally believed that the great length of the Arctic days compensates for the lack of warmth. The seed, however, if brought from a warmer climate, requires to be acclimatised, and does not yield a good crop until after two or three seasons, so that the effects of a bad harvest are felt for several succeeding years.

The traveller will also observe that the leaves of most of the trees which occur in the northern districts of Norway are larger than those of trees of the same kind in the southern regions. Thus the leaves of maples and plane-trees (Acer platanoides and pseudo-

platanus) transplanted from Christiania to Tromsø have been found to increase greatly in size, while the trees themselves become dwarfed in their growth. This leaf development is also attributed to the long continuance of the sunlight in summer. It would be interesting to know what effects the protracted light produces on the colours of flowers and the flavour of fruits, but these points have not yet been investigated.

The Animal Kingdom comprises most of the domestic and other animals common in Great Britain, besides many which are now extinct there, and a number of others peculiar to the Arctic regions. Among the animals most characteristic of the country are the reindeer (Cervus tarandus), an exceedingly useful mammal, and the sole support of the nomadic Lapps, and the lemming (Georychus lemmus), a rodent, somewhat resembling a water-rat, which sometimes affords food to the reindeer (see p. 151). Among beasts of prey the bear and the wolf are still common in many parts of the country, and the lynx and glutton occasionally occur. For killing any one of these the government offers a reward of 25 Conspicuous among large game is the handsome elk ('Elgsdyr'; Cervus alces), now becoming rare, next to which rank the reindeer and the red deer. The finest of the wildfowl is the capercailzie ('Tjur'; Tetrao urogallus), after which come the ptarmigan ('Rype'; Lagopus mutus) and hazel-grouse ('Hjerpe'; Tetrao bonasia). Partridges rarely occur in Norway, but abound in the S. of Sweden, where they were introduced about the year 1500. The most valuable of the wildfowl, however, is the eider-duck ('Edder'; Anas mollissima), which is most abundant within the Arctic Circle. The down of the female, which she uses in making her nest, is gathered in the Dunvær of Finmarken, yielding a considerable revenue (see p. 260).

The Population is now almost exclusively of Gothic origin, but the oldest element consists of the Lapps and the Finns, who were probably the aboriginal inhabitants of the country and who both belong to the Ugrian race. Their languages are both of the Turanian stock (akin to Hungarian), and are said by Castren, the philologist, to have been identical some 2000 years ago. The Lapps now number about 24,000 only in Norway and Sweden, and the Finns about 22,000 souls. They are both of the Mongolian type, with high cheek-bones, low foreheads, full lips, narrow eyes, blunt noses, and vellowish complexions, but the Finns are now by far the superior race, both physically and mentally. The names usually applied to them are not used by themselves. The Lapps ('nomads') call themselves Sami or Sahmelads, and the Finns ('fen-dwellers') Suomi. - The dominant race, by which the Lapps have been wellnigh extinguished, is of the Aryan or Indo-Germanic stock, and is believed to have begun to settle in the peninsula before the birth of Christ (see below). With regard to their language, see the

grammars at the end of the volume. — The total population of Norway at the end of 1875 was 1,807,555; that of Sweden at the end of 1879 was 4,578,901. The annual increase, which is slow, owing to the frequency of emigration, now amounts in Norway to about 18,000, and in Sweden to 50,000 per annum.

## X. History of Sweden and Norway.

Prehistoric Period. The earliest antiquities in Scandinavia belong to the FLINT PERIOD, during which the peninsula appears to have been inhabited by the same race as Denmark and N. Germany. Their rude implements indicate that they possessed fixed dwelling-places and cattle, and were acquainted with the art of fishing and probably of hunting also. They buried their dead in large stone tomb-chambers. This epoch was succeeded by the Bronze Period, when implements and ornaments in bronze and even in gold were first imported into the country and afterwards manufactured by the natives themselves. Agriculture was now regularly practised, and the same domestic animals were used as at the present day. The tombs of this period sometimes contain cinerary urns, and sometimes bones unconsumed. During this and the preceding period the population seems to have been confined to Skåne and Vester-Götland. Lastly, about the time of the birth of Christ, begins the IRON PERIOD, when the use of that metal was introduced from Central Europe. At the same time silver and glass make their appearance, and Roman coins and 'bracteates' (ornamental discs of metal) are occasionally found.

During this period also the contents of tombs prove that the dead were sometimes burned and sometimes buried in coffins. The cinerary urns are usually of terracotta, rarely of bronze. Among other curiosities which have been found in the tombs are trinkets and weapons, some of which appear to have been purposely broken. To this period also belong the earlier Runic Inscriptions, in a large character differing from that afterwards used. Quite distinct from the earlier part of this era is the LATER IRON PERIOD, which began in Sweden about the year 500 or 600 and in Norway about the year 700 A. D. The Runic inscriptions of this period are in the smaller character, and the language had by this time attained to nearly the same development as that used by the later MSS., while the native workmanship exhibits evidence of a new and independent, though still barbarous stage of culture.

To what race the inhabitants of Scandinavia during the first and second of these periods belonged is uncertain, but it is supposed that they were of the aboriginal Finnish stock. That the relics of the following periods were left by a different race is most probable, as no antiquities have been found which show a gradual transition from the bronze to the early iron period, and it is well

ascertained that the inhabitants of the S. parts of the peninsula were of Germanic origin, both during the earlier and later iron periods. It has also been ascertained that the older Runic alphabet of 24 letters, common to Scandinavian, Anglo-Saxon, Burgundian, and Gothic inscriptions, was afterwards modified by the Scandinavians, who substituted for it the smaller character, consisting of 16 letters only. It therefore seems to be a well established fact that during the later iron period, if not earlier, the Scandinavians had developed into a nationality distinct from the ancient Goths or the Anglo-Saxons.

#### Transition to the Historical Period.

The earliest historical writers agree that Scandinavia was at an early period inhabited partly by a Germanic race, and partly by Finns or Lapps. The Germanic inhabitants, before whom the weaker race seems gradually to have retreated, were first settled in Skåne (Skáney) in the S. of Sweden, whence the country was named Scandia, and the people Scandinavians. The name of 'Swedes' is mentioned for the first time by Tacitus (Suiones), the 'Goths' are spoken of by Ptolemy, and the Suethans and Suethidi (i. e. Svear and Svithjod) by Jordanis. Jordanis also mentions the Ostrogothae and Finnaithae, or the inhabitants of Öster-Götland and Finnveden in Sweden, the Dani or Danes, the Raumaricia and Ragnaricii, or natives of Romerike and Raurike in Norway, and lastly the Ethelrugi or Adalrygir, and the Ulmerugi or Holmrygir. As far back, therefore, as the beginning of our era, the population in the S. of Sweden and Norway appears to have been of the Gothic stock. To this also points the fact that the names of Rugians, Burgundians, and Goths still occur frequently in Scandinavia; the Rygir were a Norwegian tribe, the name Borgund and Bornholm (Borgundarholm) recur more than once, and the district of Götland and the island of Gotland or Gutland were doubtless so called by Goths or Jutes. It is therefore more than probable that the picturesque myth of the immigration of the Æsir or ancient Scandinavians from Asia under the leadership of Odin entirely lacks foundation in fact.

It is at least certain that the history of Scandinavia begins with the later iron period. At that time the southernmost part of Sweden seems to have belonged to the Danes. Farther N. was settled the tribe of the Götar, to whom belonged the adjacent island of Öland, while Gotland appears to have been occupied by an independent tribe. Still farther N. were the Svear, who occupied Upland, Vestermanland, Södermanland, and Nerike. The territories of the Götar and the Svear were separated by dense forest, while the latter were also separated from the Norwegian tribes by forests and by Lake Venern and the Götaelf. Beowulf, the famous Anglo-Saxon epic poem, dating from about the year 700, mentions Den-

mark as an already existing kingdom, and also speaks of the different states of the Götar and Svear, which, however, by the 9th cent. had become united, the Svear, or Swedes, being dominant. The same poem refers to 'Norvegr' and 'Nordmenn', i.e. Norway and the Northmen, but throwns no light on their history. It is, however, certain that the consolidation of Norway took place much later than that of Denmark and Sweden, and doubtless after many severe struggles. To the mythical period must be relegated the picturesque stories of the early Ynglingar kings, beginning with Olaf Tratelje, or the 'tree-hewer'; but they are probably not without some foundation in fact, and it is at any rate certain that the migrations and piratical expeditions of the Northmen, which soon affected the whole of the north of Europe, began about this time (7th-8th cent. A. D.). The predatory campaigns of the Danish King Hugleikr, which are mentioned both in the Beowulf and by Frankish chroniclers, are doubtless a type of the enterprises of the vikings (from Vik, 'creek), which continued down to the 11th century. The Swedes directed their attacks mainly against Finland, Kurland, Esthonia, and Russia, which last derived its name and its political organisation from Sweden: the Danes undertook expeditions against France and England, and the Norwegians chiefly against the north of England, Scotland, the Orkney and Sketland Islands, and the Hebrides.

## Norway before the Union.

From the semi-mythical Ynglingar and Olaf Trætelje, who is said to have flourished about the middle of the 7th cent., Halfdan Svarte, King of a part of Norway corresponding with the present Stift of Christiania, professed to trace his descent. His son Harald Haarfagre ('fair-haired'), after several severe conflicts, succeeded in uniting the whole of Norway under his sceptre after the decisive battle of the Hafrsfjord near Stavanger in 872. The final consolidation of the kingdom, however, was not effected until a century later. The kingdom was repeatedly attacked by the petty kings who had been banished, while great numbers of the peasantry, to escape the burdens of taxation, emigrated to the Orkney and Shetland Islands, to Iceland, and even to the Hebrides. In this weakened condition Harald transmitted the crown to his favourite son Eiríkr Blódöx, whose exploits as a viking had gained for him the sobriquet of 'bloody axe'. After having slain several of his brothers, Eric was expelled about the year 935 by Haakon the Good, who in his turn was defeated and slain by Eric's sons at the battle of Fitjar in 961. Among the sons of Eric, several of whom were put to death by their own subjects, the most distinguished was Harald Graafeld, who was, however, at length defeated by the Jarl (earl) of Lade in the district of Throndhjem, with the aid of Harald Gormsson, king of Denmark (970). At this period a number of petty kings still maintained themselves on the fjords and in the interior of the country, trusting for support from the kings of Sweden and Denmark. The Jarls of Lade, who ruled over Throndhjem, Helgeland, Namdalen, and Nordmøre, acknowledged the supremacy of the kings of Norway, until Haakon Jarl transferred his allegiance to the kings of Denmark. On the outbreak of war between Denmark and Germany he succeeded in throwing off the Danish yoke, but did not assume the title of king. Haakon was at length slain by one of his own slaves during an insurrection of the peasantry (995), whereupon Olaf Tryggvason, a descendant of Haarfagre, obtained possession of the kingdom, together with the fjords and inland territory which had belonged to Haakon. With the accession of Olaf begins a new era in the history of Norway.

In the 10th century Paganism in the north was in a moribund condition. Based on the dual system of a world of gods (Ásgardr, Godheimr) and a realm of giants (Utgardr, Jötunheimr), it regarded mankind (Midgardr, Mannheimr) as a kind of object of contention between the two. All alike partook equally of the joys and sorrows of life, of sin, and even of death. The period of the vikings, however, to the close of which we owe the Eddas, materially altered the tenets of the old religion. As victory was their great object, they elevated Odin,, the god of victory, to the highest rank in their pantheon, while Thor, the god of thunder, had hitherto reigned supreme. The bards depict in glowing colours the halls of Odin, which become the abode of heroes slain in war. But as the gods had been in many respects lowered to the rank of men, and were themselves believed to have their destinies swayed by fate, it necessarily followed that they were not themselves the Creators, but at most the intermediate artificers and administrators of earth. They therefore failed to satisfy the religious wants of men, who began to speculate as to the true and ultimate Creator of the universe, and it was about this period that Christianity began to dawn on the benighted north. The vikings came into frequent contact with Christian nations, and Christian slaves were frequently brought to Norway and Sweden. Many of the Northmen professed to be converted, but either retained many of their old superstitions or speedily relapsed into them. A few, however, embraced the new religion zealously, and it is to them that the final conversion of the peninsula was due. The first Christian monarch was Haakon the Good, who had been brought up by King Athelstane in England, and been baptised there; but his attempts to convert his people were violently opposed and met with no success. The sons of Eric, who had also been converted in England, showed little zeal for Christianity, and under Haakon Jarl heathenism was again in the ascendant. At length when Olaf Tryggvason, who had also become a Christian, ascended the throne, he brought missionaries from England and Germany to Norway and succeeded in evangelising Norway, Iceland, the Orkney and Shetland Islands and the Faroes, partly by persuasion, and partly by intimidation or by bribery. Iceland, however, had already been partly converted by Thorvaldr Vidförli, a native missionary, aided by the German bishop Friedrich.

King Srejn Tveskæg ('double beard') of Denmark now attempted to re-establish the Danish supremacy over Norway, and for this purpose allied himself with his stepson King Olaf, Skotkonung or tributary king of Sweden, and with Eric, the son of Haakon, by whose allied fleets Olaf Tryggvessøn was defeated and slain in the great naval battle of Svold, on the coast of Pomerania, about the year 1000. Norway was now partitioned between the kings of Denmark and Sweden, who ceded most of their rights to the Jarls Eric and Svejn, sons of Haakon Ladejarl. The kingdom, however, was soon permanently re-united by St. Olaf, son of Harald Grenski, and a descendant of Harald Haarfagre. After having been engaged in several warlike expeditions, and having been baptised either in England or in Normandy, he returned to Norway in 1014 to assert his claim to the crown. Aided by his stepfather Sigud Sur, king of Ringerike, and by others of the minor inland kings, he succeeded in establishing his authority throughout the whole country, and thereupon went to work energetically to consolidate and evangelise his kingdom. severity, however, caused much discontent, and his adversaries were supported by Canute, king of England and Denmark, who still asserted his claim to Norway. Canute at length invaded Norway and was proclaimed king, while Olaf was compelled to seek an asylum in Russia (1028). Having returned with a few followers to regain his crown, he was defeated and slain at Stiklestad near Levanger on 29th July, 1030. Canute's triumph, however, was of brief duration. He ceded the reins of government to Haakon Jarl Eriksson, and after the death of the jarl to his son Svein and the English princess Aelgifu, the mother of the latter; but a reaction speedily set in, stimulated chiefly by the rumour of Olaf's sanctity, which found ready credence and was formally declared by a national assembly. Olaf's son Magnus, who had been left by his father in Russia, was now called to the throne, and Svein was obliged to flee to Denmark (1035). The sway of Magnus was at first harsh, but he afterwards succeeded in earning for himself the title of 'the good'. In accordance with a treaty with Hardicanute in 1038, he ascended the throne of Denmark after the Danish monarch's death in 1042, but his right was disputed by Svend Estridsson. In 1046 he assumed as co-regent the turbulent Harald Sigurdsson, step-brother of St. Olaf, who succeeded him on his death in 1047. After a series of violent conflicts with Svend. Harald was obliged to renounce his pretensions to the crown of Denmark, but on Harald's death at the Battle of Hastings (1066) the hostilities between Norway and Denmark broke out anew. Harald was succeeded by Olaf Haraldssøn, who in 1068 entered into a new treaty with Svend of Denmark at Kongshelle, whereby the independence of Norway was finally established.

Olaf, who was surnamed Hinn Kyrri, or 'the peaceful', now devoted his attention to the internal organisation of his kingdom, and several of the Norwegian towns began to attain importance. Skiringssalr (near Laurvik) and the neighbouring Tonsberg already existed; Nidaros (afterwards Throndhjem) is said to have been founded by Olaf Tryggvason, Sarpsborg by St. Olaf, and Oslo by Harald Hardraade: but the foundation of Bergen and several other towns, probably including Stavanger, is attributed to Olaf Kyrri. His court was famed for its magnificence and the number of its dignitaries, and at the same time he zealously promoted the interests of the church. While Olaf's predecessors had employed missionaries, chiefly English, for the conversion of their subjects, he proceeded to establish three native bishoprics and to erect cathedrals at Nidaros. Bergen, and Oslo, making the dioceses as far as possible coextensive with the three provinces in which national diets (Thing) were held. His warlike son Magnus Barfod (1093-1103), so surnamed from the dress of the Scotch Highlanders which he had adopted, did not reign long enough seriously to interrupt the peaceful progress of his country, and the three sons of Magnus, Systein (d. 1122), Sigurd (d. 1130), and Olaf (d. 1115), thereafter proceeded to carry out the plans of their grandfather. Sigurd was surnamed Jorsalafarer ('Jerusalem farer') from his participation in one of the Crusades (1107-11). The same devotion to the church also led about this period to the foundation of the bishopric of Stavanger, and of several monasteries (those of Sælø in the Nordfjord, Nidarholm near Throndhjem, Munkelif at Bergen, and Gimsø near Skien), and to the introduction of the compulsory payment of tithes (Tiende, 'tenths', known in Scotland as 'teinds'), a measure which secured independence to the church. King Øvstein is said to have been versed in law, and both he and several of his predecessors have been extolled as lawgivers, but no distinct trace of legislation in Norway of a period earlier than the beginning of the 12th cent. has been handed down to us.

After Sigurd's death the succession to the throne was disputed by several claimants, as, in accordance with the custom of the country, all relations in equal propinquity to the deceased, whether legitimate or not, enjoyed equal rights. The confusion was farther aggravated by the introduction (in 1129) of the custom of compelling claimants whose legitimacy was challenged to undergo the 'iron ordeal', the practical result of which was to pave the way for the pretensions of adventurers of all kinds. Conflicts thus arose between Harald Gilli, a natural son of Magnus Barefoot,

and Magnus Sigurdsson; between Sigurd Stembedegn, who claimed to be a brother of Harald, and Ingi and Sigurd Munn, sons of Harald; and afterwards between Ingi and Haakon Herdebred, a son of Sigurd Munn. All these pretenders to the throne perished in the course of this civil war. Ingi was defeated and slain by Haakon in 1161, whereupon his partisans elected as their king Magnus Erlingsson, who was the son of a daughter of Sigurd Jorsalafarer. Haakon in his turn having fallen in battle, his adherents endeavoured to find a successor, but Erling, the father of Magnus, whose title was defective, succeeded in obtaining the support of Denmark by the cession of Vigen, and also that of the church.

Meanwhile the church had firmly established her power in the north. At first the sees of Sweden and Norway had been under the jurisdiction of the archbishops of Hamburg and Bremen, but in 1103 an archiepiscopal see was erected at Lund in Skåne. The Norwegians, however, desiring an archbishop of their own, Pope Eugene II. sent Cardinal Nicholas Breakespeare to Norway for the purpose of erecting a new archbishopric there, and at the same time a fifth bishopric was erected at Hamar. The new archbishop's jurisdiction also extended over the sees of Iceland, Greenland, the Faroes, the Orkneys, the Hebrides, and the Isle of Man, and his headquarters were established at Throndhjem. In 1164 Erling Jarl induced Archbishop Eystein to crown his son Magnus, a ceremony which had never yet taken place in Norway, and at the same time he engaged to make large concessions to the church, including a right to a voice in the election of future kings.

Supported by the church, personally popular, and a meritorious administrator, Magnus had at first no difficulty in maintaining his position, but his title and the high privileges he had accorded to the church did not long remain unchallenged.

After several insurrections against Magnus had been quelled, there arose the formidable party of the Birkebeiner ('birch-legs', so called from the bark of the birch which they used to protect their feet), who in 1177 chose as their chief Sverre, a natural son of Sigurd Munn, who had been brought up as a priest, and who soon distinguished himself by his energy and prudence. In 1179 Erling was defeated and slain by Sverre at Nidaros, and in 1184 his son Magnus met the same fate in the naval battle of Fimreite in the Sogn district. Sverre's right to the crown, however, was immediately challenged by new pretenders, and he incurred the bitter hostility of the church by ignoring the concessions granted to it by Magnus. In 1190 Archbishop Eric, Eystein's successor fled the country, and the king and his followers were excommunicated: but, though severely harassed by several hostile parties, particularly the Bagler (the episcopal party, from Bagall, 'baculus', a pastoral staff), Sverre died unconquered in 1202. He was succeeded by his son Hagkon (d. 1204), by Guttorm Sigurdsson (d. 1204), and by Inge Baardsson (d. 1217), under whom the hostilities with the church still continued. For a time, however, peace was re-established by Haakon Haakonsson (1217-63), a grandson of Sverre, under whom Norway attained a high degree of prosperity. His father-in-law Skule Jarl, brother of King Inge, on whom he conferred the title of duke, proved his most serious opponent, but on the death of the duke in 1240 the civil wars at length terminated. New rights were soon afterwards conferred on the church, but of a less important character than those bestowed by Magnus Erlingsson, the clergy being now excluded from a share in the election of kings. The king also amended the laws and sought to extend his territory. Since the first colonisation of Iceland (874-930) the island had been independent, but shortly before his death Haakon persuaded the natives to acknowledge his supremacy. In 1261 he also annexed Greenland, which had been colonised by Icelanders in the 10th cent. and previously enjoyed independence, so that, nominally at least, his sway now extended over all the dioceses subject to the see of Throndhiem, including the Orkney and Shetland Islands, the Faroes, the Hebrides, and the Isle of Man. His claim to the Hebrides being disputed by Alexander III. of Scotland, he assembled a fleet for the purpose of asserting it, and set sail for the Orkney Islands, where he died in 1263. He was succeeded by his son Magnus Lagabøter ('betterer of laws'), who by the treaty of Perth in 1268 renounced his claims to the Hebrides and Man in return for a small payment from Alexander. In his reign, too, the Swedish frontier, long a subject of dispute, was clearly defined, and the relations between church and state were placed on a more satisfactory footing.

Constitution. From an early period Norway was divided into four large districts, each presided over by a Thing or Lagthing (Logthing), a diet with judicial and legislative functions. The eight Fylker or provinces of Throndhjem sent representatives to the Frostuthing, so named from Frosten, the meeting-place of the diet, and to these were afterwards added Helgeland, Namdalen, Nordmøre, and Romsdalen. The Gulathing, in the Fylke of Gulen, embraced the Fylker of Firda, Sygna, and Horda, to which Rogaland, Agder, and Sondmore were afterwards added. The district of Vigen appears to have had a Thing of its own, which after the time of St. Olaf met at Sarpsborg and was called the Borgarthing; but from the 12th cent. onwards representatives were sent to this diet by Ranríki, Vingulmerk, Vestvold, and Grenafylke also. Lastly the mountain districts of Heina, Hada, and Rauma, held a diet called the Heidsævisthing, afterwards named the Eidsifathing from Eidsvold where it assembled. This diet, though separate from that of Vigen, was under the same law, which had been declared common to both by St. Olaf. A committee of each diet, called the Logretta, chosen by the king's officers, performed the judicial duties of the diet, while the Legthing itself exercised jurisdiction over the diets held at irregular intervals in the different Fylker. Resolutions were passed by a majority of the peasantry at the diet. The four cities of *Throndhjem*, *Bergen*, *Tønsberg*, and *Oslo* each possessed a distinct Løgthing, the law administered by which was called 'Bjarkeyjarrettr'.

King Magnus proceeded to abolish these diets (in 1267 and 1268), but was prevented from finally accomplishing his object by the protest of Archbishop Jon Raudi at the diet of Frosten (1269). He then directed his attention to the amendment of the laws. In 1271 a code called Järnsida ('iron side') was completed, and in 1272-4 a new code was promulgated at the Frostuthing. which seems to have been immediately adopted by the other districts. In 1276 a new municipal law was introduced at Bergen and soon afterwards into the other towns also; and lastly the Jónsbók, a collection of the laws of the mainland, was compiled in 1280 and promulgated in Iceland. From these codes ecclesiastical law was excluded. Though each of them bears a distinctive name, such as 'Law of the Frostuthing', 'Town Laws of Bergen', etc., and is somewhat modified to suit the requirements of the district or town which adopted it, they substantially formed a single code for the whole kingdom. The whole country was now subject to the jurisdiction of the four diets, with the exception of Helgeland, Jemtland, and Herjedalen, which still formed independent districts. Meanwhile King Magnus concluded a Concordat with the church at Bergen in 1273 and another at Tonsberg in 1277, and at the same time sanctioned an ecclesiastical code drawn up by Archbishop Jón, wherein he renounced all control over ecclesiastical causes and over the election of prelates. Another interesting code of this period was the Hirdskraa ('law of servants', probably 1274-77), which affords an insight into the early condition of Norway.

Magnus Lagabeter died in 1280 and was followed by his son Eric Magnussøn (d. 1299), who was succeeded by his brother Haakon Magnusson (d. 1319). Under these monarchs the concessions of Magnus to the church formed the subject of constant dispute, and it was not till 1458 that they were finally secured to the hierarchy by Christian IV. In their secular administration, however, the sons of Magnus experienced less difficulty. At first the functions of the Logthing or diets had been deliberative, judicial and legislative, and those of the king executive only, but the constitution gradually assumed a more monarchical form. The first step was to transfer the judicial powers of the diets to officials appointed by the king himself. The Løgmenn ('lawyers') had originally been skilled assessors at the diets, elected and paid by the peasantry, but from the beginning of the 13th cent. onwards it was customary for the king to appoint them, and they became the sole judges of all suits in the first instance. In the second or higher instance the diet was still nominally the judge, but it was presided over by the Løgmann and attended by others of the king's officials. The king himself also asserted a right to decide cases in the last instance, with the aid of a 'council of the wisest men'. The four ancient diets were thus in the course of time transformed into ten or twelve minor diets, presided over by Løgmenn.

At the same time great changes in the social and political system were effected. In accordance with the old feudal system, it had been customary for the kings to bestow temporary and revocable grants of land ('Veitsla', probably from veitla, 'to bestow') on their retainers and courtiers ('Hird'), on the understanding that the tenants ('Huskarlar') would administer justice, collect the taxes, and render military and other services. In some cases, too, a Jarl was appointed governor of a considerable district and invested with extensive powers and practical independence, and it was usual for the king to confirm the heirs of these officials and dignitaries in their respective lands and offices. All these minor jurisdictions, however, were abolished by Haakon Magnussøn (1308), who directed that all his officials should in future be under his own immediate control. Thus, by the beginning of the 14th cent., the Norwegian monarchs had attained a position of great independence, and had emancipated themselves alike from democratic and from aristocratic interference. The peasantry, however, always enjoyed greater freedom than in most other European countries, and possessed their lands in freehold, being themselves lords of a great part of their native soil; but they never attained to much wealth or importance, as the trade of the country from a very early period was monopolised by Germans and other foreigners. Of scarcely greater importance was the nobility of the country, their lack of influence being due to want of organisation and political coherence.

The Intellectual Culture of Norway during this period, as may be supposed, made no great progress. The Runic character had indeed been in use from the early Iron Period downwards, but it was merely employed for short inscriptions and rude registers of various kinds, and not for literary purposes. On the foundation of the archbishopric of Land, the Latin character was at length introduced, but before that period all traditions and communications were verbal, and it is mainly to the bards or minstrels ('Skáldskapr') that we owe the preservation of the ancient mythical and historical sagas or 'sayings'. About the year 1190 the Latin character began to be applied to the native tongue, both for secular and religious purposes. Of the exceedingly rich 'Old Northern' literature which now sprang up, it is a singular fact that by far the greater part was written by Icelanders. Among the most famous of these were Ari Fródi (d. 1148), the father of

northern history; Oddr Snorrason and Gunnlaugr Leifsson (d. 1218), the biographers of King Olaf Tryggvessøn; the prior Sturmir Karason (d. 1245), the biographer of St. Olaf; the abbot Kurl Jónsson (d. 1212), the biographer of King Sverre; and lastly Eirskr Oddsson, Snorri Sturluson (d. 1241), and Sturla Thordarson (d. 1284), who were both historians of the kings of Norway and zealous collectors of their own island lore. The bards attached to the Scandinavian courts were also generally Icelanders. To Norwegian authorship are traceable comparatively few literary works. the most important being juridical compilations, the 'King's Mirror', which affords an insight into the court-life and commercial transactions of the 13th cent., the 'Anekdoton Sverreri', a polemic in favour of the crown against the church, several ballads of the earlier Edda, and a number of romances translated from English and French. This poverty of the literature of the mainland is doubtless to be accounted for by the fact that it was constantly harassed by wars and intestine troubles at this period. while Iceland was in the enjoyment of peace. While, moreover, in Norway the clergy held themselves aloof from the people and from secular pursuits, and the nobles were busily engaged in fashioning their titles, their manners, and their costumes on the model of those of their more civilised neighbours, the Icelanders of all classes retained their national coherence in a far higher degree, all contributing with equal zeal to the patriotic task of extolling their island and preserving its ancient traditions.

## Sweden before the Union.

With regard to the early history of Sweden there exist no chronicles similar to those of the Icelanders and Norwegians. It is ascertained, however, that the country was partly evangelised in the 9th cent. by Anskar (d. 865) and other German missionaries, and by his successor Rimbert (d. 888). Archbishop Unni afterwards preached the Gospel in Sweden, where he died in 936, and after the foundation of several bishoprics in Denmark about the middle of the 10th cent., Sweden was visited by several other German and Danish missionaries. The secular history of the country is involved in much obscurity, from which, however, it to some extent emerges when it comes into contact with that of Norway. About the end of the 10th century Olaf Skötkonung ('tributary king') took part in the battle of Svold against Olaf of Norway and in the subsequent dismemberment of that country. He was afterwards compelled by his own peasantry to promise to come to terms with St. Olaf, and on his failure was threatened with deposition. He was then obliged to assume his son Önund as co-regent, and had to make peace with Norway about the year 1019. Olaf and Önund are said to have been the first Christian kings of Sweden. Önund was succeeded by his brother

Emund (d. 1056), the last of his royal house, on whose death hostilities broke out between the Götar, who were now inclined in favour of Christianity and the more northern and less civilised Syear, who were still sunk in paganism. Emund had been indifferent about religion, but his successor Stenkil Ragnvaldsson was a zealous Christian and was keenly opposed by the Syear. On the death of Stenkil about 1066 open war broke out between the Christian and the pagan parties. When his successor Inge Stenkilsson (d. 1112), in whose reign the archbishopric of Lund was erected (1103), forbade heathen sacrifices, the Svear set up his brother-in-law Blot-Sven as a rival king, but Inge and his nephews and successors, Inge II. (d. about 1120) and Philip (d. about 1130), succeeded in maintaining their independence. These dissensions greatly weakened the resources of the kingdom. Stenkilsson fought successfully against Magnus Barfod of Norway and acquitted himself honourably at Kongshelle (1101), but his successors often allowed the Norwegians to invade their territory with impunity.

On the death of Philip, Magnus, a Danish prince, and grandson of Stenkilsson, assumed the title of king in Götaland, but was defeated and slain in 1134 by Sverker I., who had been elected king two years previously. Sverker was next opposed by Erik Jedvardsson, who was proclaimed king by the Svear, and on Sverker's death in 1156 this Erik, commonly called the 'Ninth' and surnamed the 'Saint', obtained undivided possession of the throne. Eric, a zealous churchman, converted the temple of Upsala into a Christian place of worship, and conquered and Christianised the S.W. part of Finland. In 1160 he was attacked and slain by Magnus Henriksson, a Danish prince, who laid claim to the throne, and who in the following year was defeated and slain by Karl Sverkersson. The latter in his turn was slain by Erik Knutsson in 1167, and the contest between the rival houses of Sverker and Eric lasted down to 1222. Eric died in 1195, his successor Sverker Karlsson in 1210, and Jon Sverkersson, the son of the latter and the last of his family, in 1222, whereupon Erik Læspe ('the lisping'), a son of Eric Knutsson, ascended the throne unopposed. Meanwhile the Svear, or Swedes in the narrower sense, had been converted to Christianity. The church was at first presided over by missionary bishops only, but in the reign of Olaf Eriksson a bishopric was erected at Skara, and under Stenkil another at Sigtuna. Under King Sverker a bishop of Öster-Götland was appointed, with his residence at Linköping, one for the diocese of Upper Sweden at Upsala, and others for Södermanland and Vestermanland at Strongnäs and Vesterås, while several monasteries were also founded. The primacy of Sweden was granted to Archbishop Eskil of Lund by Hadrian IV. (Nicholas Breakespeare) about the year 1154, but in 1163 was transferred to Stephanus, the newly created Archbishop of Upsala.

Eric Læspe, though respected by his subjects, was a weak prince. Long before his time the Folkungar, a wealthy family of Östef-Götland, had gradually attained to great power, and Birger Brosa (d. 1202), a member of the family, had obtained the title of Jarl or Duke of the Swedes and Götlanders. From an early period, moreover, intermarriages had taken place between the Folkungar and the royal families of Sweden, Norway, and Denmark. In 1230 an attempt to dethrone Eric was made by Knut Jonsson, a distant cousin of Birger, but Knut was defeated and slain in 1234, and his son was executed as a rebel in 1248. The position of the family, however, remained unaffected. Birger Jarl. a nephew of Birger Brosa, married Ingeborg, the king's sister, while Eric himself married a member of the Folkungar family (1243). Birger now became the real ruler of Sweden, the territory of which he extended by new conquests in Finland. On the death of Eric, the last scion of the house of St. Eric, without issue in 1250, Valdemar, Birger's son, was proclaimed the successor of his uncle. During Birger's regency the country prospered, but on his death in 1266 hostilities broke out between his sons. The weak and incapable Valdemar was dethroned by his brother Magnus (1275), whose vigorous administration resembled that of his father, and who maintained friendly relations with the Hanseatic League. He also distinguished himself as a lawgiver and an upholder of order and justice, and earned for himself the surname of Ladulås ('barn-lock', i, e, vindicator of the rights of the peasantry).

In 1290 Magnus was succeeded by his son Birger Magnusson, during whose minority the government was ably conducted by Marshal Thorails Knutsson, but serious quarrels afterwards broke out between Magnus and his brothers, the dukes Eric and Valdemar. In 1304 the dukes were banished, and in 1306 the faithful marshal was executed by the king's order. Soon afterwards, however, the dukes returned and obtained possession of the king's After several vicissitudes, peace was declared and the kingdom divided among the brothers in 1310 and again in 1313. In 1318, however, the dukes were arrested, imprisoned, and cruelly put to death by their brother's order, whereupon Birger himself was dethroned and banished to Denmark (d. 1321). The following year Magnus, the infant son of Duke Eric, was elected king at the Mora Stones of Upsala (p. 350), while Magnus, Birger's son, was taken prisoner and executed. The first attempts to unite the Scandinavian kingdoms were made in the reign of Magnus Eriksson.

The Constitution of Sweden at first resembled that of Norway. The country was divided into districts, called Land, Folkland, or Landskap, each of which was subdivided into Hundari ('hundreds'), called in Götland Härath. Each 'Land' had its diet or

Thing, presided over by a Lagman, and each hundred had its Härathsthing, whose president was called a Domar ('pronouncer of dooms') or Härathshöfthing. The Landsthing exercised deliberative and judicial functions, and each had its own code of laws. Precedence among these diets was enjoyed by the Svea Thing or that of Upper Sweden, at which, although the monarchy was nominally hereditary, kings were first elected. After his election each new king had to swear to observe the laws, and to proceed on the 'Eriksgata', or a journey to the other diets, in order to procure confirmation of his title. Resolutions of the Svea Thing were even binding on the king himself. As the provincial laws differed, attempts to codify them were made in the 13th and at the beginning of the 14th cent., but with the consolidation of the kingdom these differences were gradually obliterated. chief difference between Sweden and Norway was the preponderance of the aristocratic element in the former. From an early period, moreover, it had been usual to hold diets composed of the higher officials, the barons, prelates, and large landed proprietors, and to these after the close of the 13th cent, were added the Lag-This aristocratic diet was farther enlarged by Magnus Ladulås (1280), who admitted to it all knights willing to serve him in the field, according to them the same exemption from taxation as that enjoyed by his courtiers and by the clergy. As no one, however, in accordance with a law of 1285, could attend these diets without a summons from the king himself, he retained the real power in his own hands and reserved a right to alter the laws with the advice of the diet. From an early period the Lagman and the Härathshöfthing had been the sole judges in lawsuits, and from the first half of the 14th cent. downwards they were proposed by the people, but appointed by the king. At the same time the king possessed a right of reviewing all judgments in the last instance. No taxes could be exacted or troops levied without the consent of the popular diets, and it therefore became customary as early as the 13th cent, for the kings to employ mercenary troops. - The privileges of the church were well defined, but less extensive than in Norway. The payment of tithes was compulsory, and in 1248 and 1250 the right to elect bishops was vested in the chapters, while all the clergy were prohibited from taking oaths of secular allegiance. At the same period the celibacy of the clergy was declared compulsory. As early as 1200 the clergy was declared amenable to the ecclesiastical jurisdiction only, and in some cases the church-courts could even summon laymen before them. On the other hand the supreme legislative power in church matters still belonged to the state, and parishes enjoyed the right of electing their pastor when no express right of patronage existed. — In the latter half of the 13th cent. the dignity of Jarl or earl was abolished, and the Drotsæte ('high steward'),

Marsker ('marshal'), and Kanceler ('chancellor') now became the chief officials of the crown. The rest of the aristocracy consisted of the courtiers and royal vassals, the barons and knights (Riddare), the esquires (Sven af våpen, Væpnare), and even simple freemen who were willing to render military service whenever required. Between all these and the peasantry there was a wide social gap.

The history of early Swedish Literature is well-nigh an absolute blank. The oldest work handed down to us is a compilation of the laws of West Götland, dating from the beginning of the 12th century. A few meagre historical writings in Latin, a work concerning the 'Styrilse kununga ok höfdinga' (the rule of kings and governors), and several translations of foreign romances also belong to this period.

## Transition to the Union.

On the death of Haakon Magnusson of Norway in 1319 without male issue, he was succeeded by Magnus Eriksson, afterwards called Magnus Smek ('the luxurious'), the son of his daughter Ingeborg and the Swedish Duke Erik, and at that time a child of three years. On the banishment of King Birger in 1319 Magnus was also elected King of Sweden, so that the two crowns were now united, but it was arranged that each country should retain its own administration. The union, however, was not attended with happy results. At first Sweden was prudently governed by the regent Mats Ketilmundsson, and in 1332 the province of Skåne, which had been pledged to the Swedish Marshal von Eberstein by Erik Menved and Christopher II. of Denmark (1318), declared itself in favour of Magnus. The king, however, who soon afterwards assumed the reins of government, and his queen Blanche of Namur, were ruled by unworthy favourites and soon forfeited the respect of their people. A disastrous fire at Throndhjem (1343), great inundations in the Guldal and Orkedal (1345), and above all the plague which swept away about two-thirds of the population (1349-50) aggravated the discontent of the Norwegians, who in 1350 elected Haakon Magnusson, the minor son of Magnus, regent of Norway, and in 1355 Haakon entered upon his functions, the province of Vigen and Iceland alone being reserved to his father. In Sweden Magnus consolidated the provincial laws and drew up a new municipal code in 1347, but here too he was overtaken by many troubles. The aristocracy resented his endeavours to restrain their excesses, the people were exasperated by the unsuccessful issue of his Russian campaigns (1348-49, 1350-51), the plague intensified their dissatisfaction in 1350, and lastly the king was excommunicated in 1358 on account of his failure to pay debts due to the pope. Eric, the king's son, took advantage of these troubles and assumed the title of king in 1356, but died in 1359. New disasters, however, soon followed.

In 1360 the Danes regained Skåne and in 1361 they took possession of the islands of Öland and Gotland. In 1363 Haakon married the princess *Margaret*, daughter of King Valdemar of Denmark, then eleven years old, a union which gave great offence to the Swedish nobles, who were farther exasperated by the reconciliation of Haakon with his father. Magnus now banished twenty-four of his most obnoxious opponents, who proceeded to Mecklenburg and offered the crown to *Albert*, second son of the duke and of Euphemia, a daughter of Duke Eric of Sweden.

Albert accordingly came to Sweden in 1363, and in 1365 Magnus and Haakon were defeated at Gåta, near Enköping, where the former was taken prisoner. In 1370-71 a rebellion in favour of Magnus took place in Upper Sweden, and in 1471 Haakon invaded the country with a Norwegian army, but peace was shortly afterwards concluded, and Magnus set at liberty on payment of a heavy ransom and on condition that he would not again lay claim to the Swedish crown. The death of Magnus in 1374 finally extinguished the hopes of those in favour of union. Albert was now compelled to place himself under the guidance of the powerful aristocratic party. In 1375 Bo Jonsson, the most powerful noble in Sweden, was appointed Drost or regent. Meanwhile the Norwegian nobility under King Haakon had attained to considerable independence, while in the towns the dominant party consisted entirely of Germans, whose proceedings were often most oppressive and tyrannical. Even in Sweden, in accordance with the municipal code of Magnus Smek, one-half of the burgomasters and civic authorities in every town was required to consist of Germans: and it may be here added that Albert chiefly owed his unpopularity to his partiality for German favourites.

In 1375 Valdemar IV. of Denmark died without male issue, and in the following year he was succeeded by Olaf, son of his daughter Margaret and Haakon, king of Norway. On the death of Haakon in 1380, Olaf Haakonsson, his only son, acceded to the throne of Norway also, thus uniting the crowns of Denmark and Norway.

Olaf's early death in 1387 dissolved this brief union, but within a few weeks his mother **Margaret** was proclaimed regent of Denmark, pending the election of a new king, while in Norway she was nominated regent in 1388 without any such limitation. At the same time, as it was deemed necessary to elect a successor to the throne from among the different competitors, the Norwegians appointed *Erik of Pomerania*, Margaret's nephew, heir to the crown, but under the condition that he should not ascend the throne during Margaret's lifetime. On the death of Bo Jonsson (1386), who had held two-thirds of Sweden in flef or in pledge, Albert's quarrels with his magnates broke out afresh, whereupon the malcontents proclaimed Margaret regent of Sweden also (1388), agreeing to accept the king whom she should nominate. Margaret

thereupon invaded Sweden and defeated Albert at Falköping (1389), taking him and his son prisoners. The war, however. still continued, and it was at this period that the Vitalien Brotherhood (1392) came into existence, originally deriving their name ('victuallers') from their duty of supplying Stockholm with provisions during the war. The city was at that time occupied by the German adherents of Albert, and these German 'victuallers' were in truth a band of lawless marauders and pirates. Peace was at length declared in 1395, and King Albert set at liberty on condition of his leaving the country. During the same year Erik was elected king of Denmark, and in 1396 of Sweden also, so that the three crowns were now united, and the three kingdoms ruled by the same regent. The following year Erik was solemnly crowned at Kalmar by a diet of the three nations. Lastly, in 1398, Margaret gained possession of Stockholm, the last stronghold of the German partisans of Albert. The union of the three kingdoms thus effected by Margaret, who is sometimes called the 'Northern Semiramis', lasted till the beginning of the 16th cent., when it was dissolved by the secession of Sweden, but Norway and Denmark remained united down to the year 1814.

#### The Union.

Though nominally united and bound to make common cause against all enemies, the three kingdoms jealously maintained their respective forms of government. Margaret ruled over the three countries with wisdom and moderation, though harassed by many difficulties, and on her death in 1412 King Erik assumed the reins of government. Erik, whose queen was Philippa, daughter of Henry IV. of England, was a weak, incompetent, and at the same time a cruel prince. He wasted large sums of money in an attempt to recover Slesvig from the Counts of Holstein, who held it as a Danish flef, and who were supported by the Hanseatic League. Meanwhile Bergen was twice plundered by the Germans (1428 and 1429), who now became masters of that city, and in Sweden the people were most oppressively treated by Erik's German and In 1435, after a disastrous quarrel of twenty-Danish officials. three years, Eric was at length compelled to confirm the privileges of the Hanseatic League and to leave the Counts of Holstein in undisturbed possession of Slesvig. Exasperated by Erik's maladministration, by the debasement of the coinage, and other grievances, the Swedish peasantry, headed by Engelbrekt Engelbrektsson, a wealthy proprietor of mines, rebelled in 1433 and compelled Erik and his council to appoint Karl Knutsson regent of the kingdom (1436), shortly after which Engelbrekt was assassinated. In Norway also the oppressive sway of foreign officials caused great discontent and gave rise to a rebellion in 1436. Erik in despair retired to the island of Gotland, and in 1438 a number of Danish and Swedish magnates assembled at Kalmar, where they drew up a new treaty of union, but without affirming that the three kingdoms were thenceforward to be ruled by one monarch. Lastly, in Denmark also a rebellion broke out, chiefly, however, against the nobility and the clergy, and the Danes were therefore compelled to seek for a new king.

In 1439 Denmark and Sweden formally withdrew their allegiance from Erik, and Christopher of Bavaria was elected in his stead, being afterwards proclaimed king of Norway also (1442). Erik spent ten years in Gotland where he supported himself by piracy, and ten years more in Pomerania, where he died in 1459.

The separate election and coronation of Christopher in the three countries shows that their union had ceased to exist in more than the name. The new king succeeded, however, in asserting his authority in every part of his dominions, although not without many sacrifices. In his reign Copenhagen was raised to the rank of the capital of Denmark. His plans for the consolidation of his power were cut short by his death in 1448, and the union was again practically dissolved. The Swedes now proclaimed Karl Knutsson king, while the Danes elected Christian of Oldenburg, a nephew of the Duke of Holstein and Slesvig. In 1449 Christian also succeeded by stratagem in procuring his election in Norway. but Karl Knutsson was proclaimed king and crowned by the peasantry. The following year, however, Karl renounced his second crown, and Christian was thereupon crowned at Throndhjem. Karl having rendered himself obnoxious to the clergy and others of his subjects in Sweden, Christian succeeded in supplanting him here also, and he was crowned king of Sweden in 1457. In 1460 Christian next inherited the duchies of Holstein and Slesvig from his uncle, but he was compelled to sign a charter declaring that he would govern them by their own laws and not as part of Denmark. The government of this vast empire was a task to which Christian proved unequal. Norway was plundered by Russians and Karelians and grievously oppressed by the Hanseatic merchants, who in 1455 slew Olaf Nilsson, governor of Bergen, and the bishop of the town, and burned the monastery of Munkeliv with impunity. In 1468 and 1469 he pledged the Orkney and Shetland Islands to Scotland, and caused great discontent by the introduction into Norway of Danish and German nobles, to whom he granted extensive privileges. Sweden, too, groaned under heavy taxation, and in 1464 recalled Karl Knutsson to the throne. He was soon banished, but in 1467 recalled a third time, and in 1470 he died as king of Sweden. In 1471 Sten Sture, the Elder, a nephew of Knutsson, and the guardian of his son, was appointed administrator, and the same year Christian was defeated at Stockholm, after which he made no farther attempt to regain his authority in Sweden. He died in 1481 and was succeeded in Denmark

The nobles also enjoyed jurisdiction over their peasantry, levying fines and imposing punishments at discretion (1483). The Norwegian nobles were less favoured; they had no power of levying fines from their tenantry, and their manor houses (Sædegaarde) alone were exempt from taxation. The position of the townspeople and the peasantry in Sweden gradually improved, and in 1471 Sten Sture ordained that the municipal authorities should thenceforward consist of natives of the country instead of Germans. Norway, notwithstanding the opposition of several of the kings. the Hanse merchants still held oppressive sway in the chief towns; but the peasantry were never, as in Denmark, subjected to serfdom and compulsory services. They were generally owners of the soil they cultivated, while those who were merely tenants enjoyed entire liberty and were not ascripti glebae as in many other countries. In Sweden the compulsory services exigible from the peasantry by the lord of the soil were limited in the 15th cent. to 8-12 days, and those exigible by the king to 8 days. While this class enjoyed less independence than in Norway, it attained political importance and even admission to the supreme council at an earlier period, owing to the influence of Engelbrekt, the Stures, and other popular chiefs.

During the union Literature made considerable progress in Sweden, while in Norway it languished and became well-nigh extinct. In both countries the education of the clergy continued to be carried on in the monasteries and cathedral schools, but towards the close of this period universities were founded at Upsala (1477) and Copenhagen (1479), and gave rise to the publication of various learned treatises in Latin. Among the religious works of this period may be mentioned the revelations of St. Birgitta (d. 1373) and the 'Cronica Regni Gothorum' of Ericus Olai (d. 1486), both showing a tendency towards the principles of the Reformation. Whilst about the beginning of the 14th cent, the native literature of Norway became extinct, that of Sweden began to increase, consisting chiefly of religious writings, rhyming chronicles, ballads and compilations of laws. In Sweden, moreover, the national language, though not without difficulty, held its own against the Danish, while in Norway the 'Old Norsk' was gradually displaced by the tongue of the dominant race, and continued to be spoken in several impure and uncultured dialects by the peasantry alone.

## Sweden after the Dissolution of the Kalmar Union.

The necessity of making common cause against Christian II., the deposed monarch of the three kingdoms, led to an alliance between Gustavus Vasa and Frederick I. of Denmark. Christian attempted an invasion of Norway in 1531-32, but was taken prisoner, and after Frederick's death (1533) the Lübeckers made an ineffectual attempt to restore the deposed king (1534-36). At

home Gustavus also succeeded in consolidating his power. The nobility had been much weakened by the cruel proceedings of Christian, while the Reformation deprived the church both of its power and its temporal possessions, most of which fell to the crown. By the diet of Vesterås (1527) and the synod of Örebro (1529) great changes in the tenure of church property and in ecclesiastical dogmas and ritual were introduced, and in 1531 Laurentius Petri became the first Protestant archbishop of Upsala. Lastly, at another diet held at Vesteras (1544), the Roman Catholic Church was declared abolished. At the same diet the succession to the throne was declared hereditary. Gustavus effected many other wise reforms, but had to contend against several insurrections of the peasantry, caused partly by his ecclesiastical innovations, and partly by the heaviness of the taxation imposed for the support of his army and fleet. Shortly before his death (in 1560), he unwisely bestowed dukedoms on his younger sons, a step which laid the foundation for future troubles.

His eldest son Erik XIV. (the number being in accordance with the computation of Johannes Magnus, but without the slightest historical foundation) soon quarrelled with his younger brother John, Duke of Finland, whom he kept imprisoned for four years. He was ruled by an unworthy favourite, named Göran Persson. and committed many acts of violence and cruelty. He persuaded his brother Duke Magnus to sign John's death-warrant, whereupon Magnus became insane. After the failure of several matrimonial schemes, of one of which Queen Elizabeth of England was the object, and after several outbursts of insanity. Eric married his mistress Katharine Månsdatter (1567). The following year he was deposed by his brother, who ascended the throne as John III.. and after a cruel captivity of nine years was poisoned by his order in 1577 (see p. 358). John ingratiated himself with the nobility by rich grants of hereditary fiefs, and he concluded the peace at Stettin which terminated a seven years' war in the north (1563-70) and definitively severed Sweden from Denmark and Norway. Less successful was his war against Russia for the purpose of securing to Sweden the province of Esthland, but the province was afterwards secured to his successor by the Peace of Tensina (1595). John was married to a Polish princess and betraved a leaning towards the Romish church which much displeased his subjects. After his death (1592) the religious difficulty became more serious, as his son and successor Sigismund had been brought up as a Roman Catholic in Poland, where he had been proclaimed king in 1587. Duke Charles of Södermanland, the youngest son of Gustavus Vasa, thereupon assumed the regency on behalf of the absent Sigismund, caused the Augsburg Confession to be proclaimed anew by a synod at Upsala (1593), and abolished Romish practices introduced by John. After confirming these proceedings.

Sigismund was crowned in 1594; but on his failure to keep his promises, his uncle was recalled to the regency (1595), and when Sigismund invaded Sweden in 1598 he was defeated by Charles and compelled to enter into a compromise at Linköping. Again breaking faith, he was formally deposed (1599), while Charles was appointed regent for life. After having prosecuted Sigismund's adherents with great harshness, and succeeded in preventing the recognition of Ladislaus, Sigismund's son, Charles IX., assumed the title of king in 1604. His administration was beneficial to the country, and he was a zealous promoter of commerce, mining, and agriculture, but his wars with Russia and Denmark, which were unfinished at his death (1611), caused much misery.

His son and successor was Gustavus II., better known as Gustavus Adolphus, the most able and famous of the Swedish kings. Though seventeen years of age only, he was at once declared major by the Estates. In 1613 he terminated the 'Kalmar War' with Denmark by the Peace of Knäröd, and in 1617 that with Russia by the Peace of Stolbova, which secured Kexholm, Karelen, and Ingermanland to Sweden. By the Treaty of Altmark in 1629 he obtained from Poland the cession of Livonia and four Prussian seaports for six years. At the same time he bestowed much attention on his home affairs. With the aid of his chancellor and friend Axel Oxenstjerna he passed codes of judicial procedure and founded a supreme court at Stockholm (1614-15), and afterwards erected appeal courts at Abo, Dorpat, and Jönköping. In 1617 he reorganised the national assembly, dividing it into the four estates of Nobles, Clergy, Burghers, and Peasants, and giving it the sole power of passing laws and levying taxes. He founded several new towns, favoured the mining and commercial industries, extended the university of Upsala, and established another at Dorpat. At the same time he strengthened his army and navy, which he soon had occasion to use. In 1630 he went to Germany to support the Protestant cause in the Thirty Years' War, and after several brilliant victories and a glorious career, which raised Sweden to the proudest position she has ever occupied in history, he fell on 6th Nov., 1632, at the Battle of Lützen. The war was continued under his daughter and successor Christina, under the able regency of Oxenstjerna. In 1635, by another treaty with Poland, Livonia was secured to Sweden for 26 years more. War broke out with Denmark in 1643, but was terminated by the Peace of Brömsebro in 1645. At length, in 1648, the Thirty Years' War was ended by the Peace of Westphalia. These treaties secured to Sweden Jemtland and Herjedalen, the island of Gotland, the principalities of Bremen and Verden, part of Pomerania with Stettin and the islands of Rügen, Usedom, and Wollin, and the town of Wismar, besides a considerable war indemnity and other advantages. During the regency it was arranged that the royal council or cabinet

should consist of representatives of the supreme court of appeal, the council of war, the admiralty, the ministry of the interior, and the exchequer, presided over by the chief ministers of each department. The country was divided into 23 Läne and 14 Lagsagor, governed by Landshöfdinge and Lagman respectively, which officials were to be appointed from the nobility. For these and many other reforms and useful institutions the country was indebted to the energy and enlightenment of Oxenstjerna. On the other hand, in order to fill the empty coffers of the state, it was found necessary to sell many of the crown domains, and to levy new taxes, and the evil was aggravated by the lavish extravagance of Christina and her favourites. Refusing to marry, and being unable to redress the grievances of her justly disaffected subjects, the queen in 1649 procured the election of Charles Gustavus or Charles X., son of the Count Palatine John Casimir of Zweibrücken and a sister of Gustavus Adolphus, as her successor. By her desire he was crowned in 1654, whereupon she abdicated, quitted Sweden, and embraced the Romish faith. She terminated her eccentric career at Rome in 1689. Her successor endeavoured to practise economy, and in 1655 obtained the sanction of the Estates to revoke her alienations of crown property. War, however, interfered with his plans. John Casimir, king of Poland, son of Sigismund, now claimed the throne of Sweden, and compelled Charles to declare war against him (1655). After a time Russia, Austria, and Denmark espoused the cause of Poland, but Charles succeeded in gaining possession of Jütland and the Danish islands. and the Peace of Roeskilde (1658) secured to him Skane, Halland, and Blekingen, but obliged him to cede the districts of Bohus and Throndhjem to Norway. On a renewal of the war with Denmark, the Danes were aided by the Dutch, the Brandenburgers, the Poles, and the Austrians, who compelled Charles to raise the siege of Copenhagen, and on his sudden death in 1662 the Peace of Copenhagen was concluded, whereby the island of Bornholm was lost to Sweden.

Charles X. was succeeded by his son Charles XI., a boy of four years, whose guardians endeavoured to make peace with foreign enemies. By the Peace of Oliva with Poland, Brandenburg, and Austria in 1660 the king of Poland finally ceded Livonia to Sweden and renounced his claim to the throne of Sweden, and by the Peace of Kardis with Russia in 1661 the Swedish conquests in Esthonia and Livonia were restored to Sweden; but little was done to remedy the internal disorders of the country. One of the few events worthy of record at this period was the foundation of the university of Lund in 1668. Meanwhile the excesses and arrogance of the nobility, the squandering of the crown revenues, and the imposition of heavy taxes threatened to ruin the country, and the regency even accepted subsidies from

foreign countries and hired out troops to serve abroad. At the age of seventeen Charles assumed the reins of government (1672). In 1674 he was called upon as the ally of France to take part in the war against Holland, Spain, and Germany, but the Swedish army was signally defeated at Fehrbellin by the Elector of Brandenburg. Hereupon the Danes declared war against Sweden, causing new disasters, but by the intervention of the French peace was again declared at Lund in 1679. The distress occasioned by these defeats and popular indignation against the nobility. who were now in possession of five-sevenths of the land in Sweden, and who did their utmost to reduce the peasantry to the condition of mere serfs, eventually served greatly to strengthen the king's position. At the diet of Stockholm in 1680, after stormy debates, it was determined to call the regency to account for their gross mismanagement of affairs, and the king was empowered to revoke the alienations made during his minority. The king was told that he was not bound to consult his cabinet, but to obey the laws, and that he was responsible to God alone. Another diet (1682) entrusted the king with the sole legislative power, merely expressing a hope that he would graciously consult the Estates. Charles was thus declared an absolute monarch, the sole right reserved to the diet being that of levying taxes. The king thereupon exacted large payments from his former guardians and exercised his right of revocation so rigidly that he obtained possession of about one-third of the landed estates in Sweden. The money thus acquired he employed in paying the debts of the crown, in re-organising his army and fleet, and for other useful purposes, while he proceeded to amend the law and to remedy ecclesiastical abuses. On his death in 1697 he left his kingdom in a strong and prosperous condition, and highly respected among nations.

Under Charles XII., the son and successor of Charles XI., this absolutism was fraught with disastrous consequences. Able, carefully educated, energetic, and conscientious, but self-willed and eccentric, Charles was called to the throne at the age of fifteen and at once declared major. In 1699 Denmark, Russia, and Poland concluded an alliance against Sweden, which led to the great northern war. Aided by England, Holland, and the Duke of Gottorp and Hanover, Charles speedily compelled the Danes to conclude the Peace of Travendal (1700), defeated the Russians at Narva, took Curland from the Poles (1701), and forced Elector Augustus of Saxony to make peace at Altranstädt, whereby the elector was obliged to renounce the Polish crown. Meanwhile Peter the Great of Russia had gained possession of Kexholm, Ingermanland, and Esthonia. Instead of attempting to regain these provinces, Charles, tempted by a promise of help from Mazeppa, a Cossack chief, determined to attack the enemy in another quarter and marched into the Ukraine, but was signally

defeated by the Russians at Pultava (1709), and lost nearly the whole of his army. He escaped into Turkey, where he was hospitably received by the Sultan Achmed III, and supplied with money. Here he resided at Bender, and induced the Sultan to make war against Russia; but when the grand vizier had defeated the Czar he was bribed by Katherine, the courageous wife of Peter, to allow him to escape. This exasperated Charles and led to a quarrel with the Sultan, who placed him in confinement. Meanwhile Denmark and Saxony again declared war against Sweden. Skåne was successfully defended against the Danes, but Elector Augustus reconquered Poland, and the Czar took possession of Finland. The resources of Sweden were now exhausted, and the higher nobility began to plot against the king. At length Charles effected his escape and returned to Sweden (1715), to find that England, Hanover, and Prussia had also declared war against him owing to differences regarding Stettin and the principalities of Bremen and Verden. Having succeeded with the utmost difficulty in raising money, Charles now invaded Norway with an army of raw recruits and laid siege to Fredrikshald, where he fell at the early age of thirty-six (1718), just at the time when his favourite minister Görtz was about to conclude a favourable peace with Russia. Brave, chivalrous, and at the same time simple in his manners and irreproachable in conduct, the memory of Charles is still fondly cherished by the Swedes. The short reign of absolutism (Envåldstiden) was now at an end, and we reach a period of greater independence (Frihetstiden: 1719-92).

Charles XII. was succeeded by his sister Ulrika Eleonora, who with the consent of the Estates resigned in favour of her husband Frederick I., crown-prince of Hessen-Cassel. At the same time (1720) a new constitution was framed by the Estates. The supreme power was vested in the Estates, a secret committee consisting of members of the three upper chambers, and a council or cabinet of nine members of the committee, three from each estate, to be nominated by the king himself. The king's authority was limited to two votes at the diet and a casting vote in case of an equally divided assembly, and the cabinet was declared responsible to the diet. In 1719 peace was concluded with England, upon the abandonment of Bremen and Verden, and in 1720 with Prussia, to which Stettin and part of Pomerania were ceded; then with Poland and Denmark; and in 1721 with Russia, to which Livonia, Esthonia, Ingermanland, and the districts of Kexholm and Viborg in Finland had to be made over. The kingdom now enjoyed an interval of repose, a new code of laws was drawn up (1734), and efforts were made to revive commerce. The peace party was derisively called 'Nightcaps' (nattmössor), or simply 'Caps', while a warlike party which now arose was known as 'Hats' (hattar). In accordance with the counsels of the latter, war was proclaimed

with Russia, which soon led to the loss of Finland (1741). On the death of the queen without issue, Adolphus Frederick of Holstein-Gottorp, a relation of the crown-prince of Russia, was elected as Frederick's successor, on condition (Peace of Åbo; 1743) that the greater part of Finland should be restored. The remainder of Frederick's reign was tranquil, and he died in 1751.

The prerogatives of his successor, Adolphus Frederick, were farther limited by the Estates. An attempt on the part of the king to emancipate himself led to a confirmation of the existing constitution, and to a resolution that a stamp bearing the king's name should be impressed without his consent on documents approved by the Estates (1756). The court vainly attempted to rebel, and the king was bluntly reminded that the Estates had power to depose him. In 1757 the 'Hats' recklessly plunged into the Seven Years' War, and after an ignoble campaign peace was concluded at Hamburg in 1762. The 'Caps' were next in the ascendant, but the party disputes of this period were not conducive to national progress.

In 1771 Adolphus was succeeded by his son Gustavus III., who by means of a preconcerted military revolution or coup-d'état (1772) succeeded in regaining several of the most valuable prerogatives of the crown, including the sole executive power, whereby the government was converted from a mere republic into a limited monarchy. The king used his victory with moderation, abolished torture, introduced liberty of the press, promoted commerce, science, and art, and strengthened the army. On the other hand he was extravagant and injudicious, and in 1788 committed the error of declaring war against Russia without the consent of the Estates. His officers refused to obey him, and his difficulties were aggravated by a declaration of war and invasion of Sweden by the Danes. Gustavus now succeeded, with the aid of the middle and lower classes, in effecting a farther change in the constitution (1798), which gave him the sole prerogative of making war and concluding peace, while the right of acquiring privileged landed estates (frälsegods) was bestowed on the peasantry. An armistice was concluded with Denmark, and the not unsuccessful hostilities with Russia led to the Peace of Värälä (1790), which precluded Russia from future interference with Swedish affairs. Shortly afterwards, on the outbreak of the French Revolution, the king proposed to intervene, together with Russia and Austria, in favour of Louis XVI. and proceeded to levy new taxes, whereupon the disaffected nobles entered into a new conspiracy against him, and in 1792 this chivalrous and enlightened, though sometimes ill-advised monarch, fell by the dagger of Captain Anckarström,

His son Gustavus Adolphus succeeded him as Gustavus IV., under the regency of his uncle Duke Charles of Södermanland,

who avoided all participation in the wars of the Revolution. In 1800 Gustavus, in accordance with a scheme of his father, and in conjunction with Russia and Denmark, took up a position of armed neutrality, but Denmark having been coerced by England to abandon this position, and Russia having dissolved the alliance, Sweden was also obliged to yield to the demands of England. The king's futile dreams of the restoration of absolutism and his illjudged and disastrous participation in the Napoleonic wars led to the loss of Wismar, Pomerania, and Finland, and to his defeat in Norway (1803-8). The country being now on the brink of ruin, the Estates caused Gustavus to be arrested, and formally deposed him and his heirs (1809). He died in poverty at St. Gallen in 1837. His uncle was now elected king as Charles XIII., and a new constitution framed, mainly on the basis of that of 1772. Peace was now concluded at Frederikshamn with Russia (1809), to which the whole of Finland and the Aland Islands were ceded. with Denmark, and with France (1810), whereby Sweden recovered part of Pomerania. The king being old and childless, Prince Christian Augustus of Augustenburg, stadtholder of Norway, was elected crown-prince, but on his sudden death in 1810 the Estates elected Marshal Bernadotte, one of Napoleon's generals, who was adopted by Charles, assumed the name of Charles John, and embraced the Protestant faith. The crown-prince's influence was directed to military organisation. The lukewarmness of Sweden in maintaining the continental blockade led to a rupture with France, and during the war with Napoleon the Swedes concluded a treaty with the Russians at Abo on the footing that the crown of Norway should be secured to Sweden (1812). England and Prussia having given the same assurance, Charles John marched with a Swedish contingent into Germany and assumed the command of the combined northern army which took part in the decisive struggle against Napoleon (1813). The crown prince's participation in the war was a somewhat reluctant one, but by the Peace of Kiel (1814) he succeeded in compelling Denmark to cede Norway to Sweden, while Denmark obtained possession of Swedish Pomerania and retained Iceland, Greenland, and the Faroes.

The frequent changes which took place during this period in the Constitution of Sweden have already been mentioned.

The Intellectual Progress of the country was greatly furthered by the Reformation. Peder Månsson (d. 1534), bishop of Vesterås, wrote works on the army, the navy, medicine, and other subjects in the mediæval style, while Laurentius Petri (d. 1573), Laurentius Andreä (d. 1552), and others translated the Bible into Swedish and wrote Protestant theological works in their native tongue. L. Petri and his brother Olaus (d. 1552) also wrote Swedish chronicles; Archbishop Johannes Magni was the author of a history of the kings in Latin, with a large admixture of the fabulous ele-

ment; and his brother Olaus wrote the often quoted 'Historia de Gentibus Septentrionalibus'. An equally indiscriminate writer of history, and an author of dramatic and other works, was Johan Messenius (d. 1637). Even Gustavus Vasa had been anxious to preserve the purity of his native language, but it was not till the 17th cent. that scholars interested themselves in it. Queen Christina, a talented and learned princess, was a great patroness of literature. She invited foreign savants to her court (Descartes. Grotius, and others), as well as native authors, including Johan Bureus (d. 1652) and the versatile and distinguished Göran Lilje (ennobled as George Stjernhjelm; d. 1672). At this period, too (1658), Jón Rugman first called attention to the treasures of Icelandic literature, and antiquarian and historical research now came into vogue. Stjernhöök, the jurist (d. 1675), and Widekindi (d. 1678), Verelius (d. 1682), Verving (d. 1697), Rudbeck (d. 1702), and Peringskiöld (d. 1720), the historians, were meritorious writers of this school. Hitherto German influence had preponderated in Sweden, but about the middle of the 18th cent. a preference began to be shown for the French style. To this school belong Olof von Dalin (d. 1763), the poet and historian, and Count Tessin (d. 1770), a meritorious art-collector, and among the scholars of the same period were Lagerbring, the historian (d. 1787), Johan Ihre, the philologist (d. 1780), and above all Karl von Linné (d. 1778), the famous botanist. The 'Vitterhets Akademi' or 'academy of belles lettres' founded in 1753 was extended by Gustavus III. so as to embrace history and antiquities, and he also founded the Swedish Academy. To the academic school belonged Kellgren (d. 1795) and Leopold (d. 1829), but a far more popular poet, and one who repudiated all the traditions of French taste, was Bellman (d. 1795), the singer of sweet and simple ballads, whose 'Fredmans Epistlar' was deemed worthy of a prize even by the Academy, and whose memory is still fondly cherished.

# The Continued Union of Norway with Denmark.

When Sweden withdrew from the Kalmar Union (1523) Norway at first remained faithful to Christian II., but Vincentius Lunge procured the election of Frederick I. (1524). This king's Protestant tendencies induced the Norwegians to re-elect Christian II. in 1531, when the deposed king appeared in Norway with an army, but he was treacherously arrested the following year and ended his life in captivity (see p. lxi). Frederick thus regained Norway and continued to prosecute the objects of the Reformation till his death (1533). The nobility and the Protestant party in Denmark elected his eldest son Christian III. as his successor, and the southern half of Norway under Lunge acquiesced. A rebellion of the northern provinces, which cost Lunge his life, was quelled, and the archbishop who had headed

it was obliged to quit the country. In 1536 Christian III. had promised the Danes to convert Norway into a Danish province, and he now abolished the council of state and otherwise partially kept his word. The doctrines of the Reformation permeated the country very slowly, but the dissolution of the monasteries and confiscation of church property were prosecuted with great zeal. The Norwegian towns now began to prosper and the trade of the country to improve, while the tyranny of the Hanse merchants at Bergen was checked by Christopher Valkendorff (1536). In 1559 Christian was succeeded by his son Frederick II., in whose reign occurred the calamitous seven years' war with Sweden (1563-70). which sowed the seeds of national hatred between the countries. and caused the destruction of Oslo, Sarpsborg, and Hamar, the devastation of several agricultural districts, and the military occupation of others. At the same time the country was terribly oppressed by Frederick's officials, and he himself visited it once only. The sole benefit conferred by him on Norway was the foundation of Fredrikstad near the ruined town of Sarpsborg.

His son Christian IV. (1588-1648), on the other hand, visited Norway very frequently and was indefatigable in his reforms. He refused to grant flefs in future to nobles who were not natives of Norway (1596), and he promulgated a Norwegian code (1604). which was a revised edition of the laws of 1274 translated into Danish. He also published an ecclesiastical code (1607), and took energetic measures to exclude Jesuits from the country. At the same time the army was improved, trade was favoured, the silvermines at Kongsberg (1624) and the copper-mines of Roros (1645) were established, the towns of Christiania (1624) and Christiansand (1641) founded anew, and the Hanse factory at Bergen strictly controlled. All these benefits were outweighed by the disasters of the Kalmar War with Sweden (1611-13), during which the peasantry gained their famous victory over the Scottish auxiliaries under Col. Sinclair at Kringelen (p. 119), and particularly those of the Thirty Years' War in which Christian participated (1625-1629). A second war with Sweden (1643-45) terminated with the severance of Jemtland and Heriedalen from Norway.

New disasters befell Norway in the reign of his son Frederick II. (1648-70). The result of the participation of Denmark and Norway in the Swedish-Polish war was that Norway finally lost Båhus-Län, Idre, and Särna. During this war Halden earned for itself the new name of Fredrikshald by the bravery of its defenders. These misfortunes, however, led to a rupture with the existing system of government. On ascending the throne Frederick had signed a pledge which placed him in the power of the nobility, but during the wars the incompetency of the council of state, and the energy of the king and citizens in defending Copenhagen, had greatly raised him in the public estimation. At a diet

held at Copenhagen in 1660 the indignation of the clergy and burghers against the nobility burst forth, and they demanded the abolition of its oppressive privileges. It was next dicovered that the pledge given by the king was subversive of all liberty and progress, the king and the lower Estates proceeded to declare the succession to the throne hereditary, and Frederick was empowered to revise the constitution. The result was that he declared the king alone to be invested with sovereign and absolute power, and to this document he succeeded privately in procuring the signatures of most of the members of the diet. This declaration became law in 1661, but was not actually promulgated till 1709. These great changes were on the whole beneficial to Norway. country was at least now placed on an equality with Denmark, and the strict bureaucratic administration was preferable to the old evils of local tyranny and individual caprice. The supreme authority now consisted of the heads of the five government departments, presided over by the king, and the feudal lords with their local jurisdictions were replaced by crown officials.

Frederick's son Christian V. (1670-99) was not unsuccessful in the Skåne war against Sweden (1675-79), but his chief merit as regards Norway was the promulgation of a code (1687), based on the Danish code of 1683, and of a church ritual for both countries. The erection of the new counties or earldoms of Laurvig and Tønsberg, afterwards called Jarlsberg, and of the barony of Rosendal were unproductive of benefit to Norway. The unjust treatment of his minister Griffenfeld, who for a trivial offence suffered a cruel imprisonment for 22 years, forms a blot on this king's memory.

Christian V. was succeeded by his son Frederick IV. (1699-1730), in whose reign was waged the great northern war in which the Norwegian naval hero Peter Vessel (ennobled under the name of Tordenskjold) took a prominent part. The sole gain to Denmark by the Peace of Fredriksborg (1720) was the renunciation by Sweden of its immunity from Sound dues. The King husbanded his finances, but often procured money by discreditable means. He hired out mercenary troops, sold most of the crown-property in Norway, and granted a monopoly of the trade of Finmarken. These abuses, maladministration, and an attempt to alter the land laws so embittered the Norwegians that a union with Russia was actually proposed. In this reign a mission to Lapland was organised (1714), Th. v. Vesten being one of its chief promoters, and Hans Egede went as a missionary to Greenland (1721).

Under Frederick's son Christian VI. (1730-46) Norway was injuriously infected with German Puritanism, which enjoined the utmost rigidity of church observances and abstention from all worldly amusements. Among the expedients used for reviving trade in Denmark was an oppressive enactment that S. Norway

should draw its sole corn supplies from that country. The fleet, however, was strengthened, an efficient militia organised, and education promoted. A long peace favoured the growth of commerce and navigation, and the 'Black Company' formed in 1739 furthered manufacturing industry.

In the reign of Frederick V. (1746-66) the grievous sway of Puritanism came to an end, and art and science were zealously cultivated. A mining school was founded at Kongsberg, and a mathematical school at Christiania, and at Throndhiem a useful scientific society was established by Gunnerus, Schening, and Suhm, a learned Dane (1760-67). The frontier between Norway and Sweden was measured and defined (1759), facilities were afforded to commerce, and skilled miners introduced from Germany. Complications with Russia connected with the affairs of Slesvig caused severe financial losses to Denmark and Norway, and the increased taxation provoked a revolt at Bergen, which, however, was soon quelled (1763). Notwithstanding these drawbacks. Norway prospered under the absolute monarchy, while Denmark languished. The king in Denmark, being separated from the lower classes by a wealthy and influential aristocracy, was unable effectually to redress their grievances, and they still groaned under the evils of serfdom and compulsory service. With the exception of Copenhagen, the towns were almost equally oppressed, and in 1769 the whole population of Denmark did not exceed 800,000 souls. In Norway, on the other hand, the peasantry enjoved freedom, the towns had thrown off the oppressive Hanseatic yoke, and feudal jurisdictions were abolished, while complaints against officials were addressed to the king in person. A class of native officials had also sprung up, affording an additional element of security. While the population had numbered 450,000 only in 1664, it rose to 723,000 in 1769. Within the same period the number of Norwegian ships had increased from 50 to 1150. The peasantry had benefited greatly by the sale of the crown estates, and the trade of Norway now far surpassed that of Denmark. At the same time frequent intercourse with England and other foreign countries served to expand the Norwegian mind and to prepare the way for a period of still greater enlightenment and prosperity.

During the long reign of the imbecile Christian VII. (1766-1808) his authority was wielded by his ministers. Struensee, his German physician, was the first of these. His measures were those of an enlightened absolutism. He simplified judicial procedure, abolished torture, excluded the lackeys of noblemen from public offices, deprived the aristocracy of their privileges, bestowed liberty on the press, and husbanded the finances. The peremptory manner in which these and other reforms were introduced gave great offence, particularly as Struensee took no pains to conceal

his contempt for the Danes. Christian's stepmother accordingly organised a conspiracy against him, and he was executed in 1772. His successor was Ove Guldberg, a Dane, who passed a law that Danes, Norwegians, and Holsteiners alone should be eligible for the government service, and rescinded Struensee's reforms (1776). In 1780 an attitude of armed neutrality introduced by the able Count Bernstorff gave a great impulse to the shipping trade, but the finances of the country were ruined. In 1784 the Crownprince Frederick assumed the conduct of affairs with Bernstorff as his minister, whereupon a more liberal, and for Norway in particular a more favourable era began. The corn-trade of S. Norway was relieved from its fetters, the trade of Finmarken was set free, and the towns of Tromsø. Hammerfest, and Vardø were founded. On a renewal of the armed neutrality (1800-1), England refused to recognise it, attacked Copenhagen, and compelled the Danes to abandon it. Six years later Napoleon's scheme of using Denmark's fleet against England led to a second attack on Conenhagen and its bombardment by the English fleet, which resulted in the surrender of the whole Danish and Norwegian fleet to England (1807). Denmark, allied with France, then declared war both against England and Sweden (1808), and almost at the same period Christian died.

On the accession of Frederick VI. (1808-36) the affairs of the kingdom were in a desperate condition. The English did not attack the country, but contented themselves with capturing as many Danish and Norwegian vessels as possible and ruining the trade of the country by blockading all its seaports. Owing to an over-issue of paper money the government was soon unable to meet its liabilities and declared itself bankrupt (1813). Meanwhile Norway was governed by a separate commission, presided over by Prince Christian Augustus of Augustenburg (1807), and was so well defended that it lost nothing by the peace of Jönköping (1809). The independence of the peasantry, the wealth of the burghers, and the success of their country in the war against Sweden naturally created in the minds of the Norwegians a proud sense of superiority over the unhappy Danes, while the liberality of their views widened the breach with a country still groaning under absolutism. A 'Society for the Welfare of Norway' was founded in 1810, and a Union with Sweden was warmly advocated, particularly by the talented Count Herman Wedel-Jarlsberg. The Danish government made some vain attempts to conciliate the Norwegians, as for example by the foundation of a university at Christiania (1811), which had been proposed so far back as 1661, but the Norwegians themselves provided the necessary funds. concluding a treaty with the Russians in 1812. Sweden obtained their consent to its future annexation of Norway, and at the Peace of Kiel in 1814 the Danes were compelled to make the cession.

Frederick thereupon released the Norwegians from their allegiance to him, and the union of Norway with Denmark, which had subsisted for more than four centuries, was thus dissolved.

The Literature of Norway from the Reformation to the end of the union is inseparable from that of Denmark. As translators of old northern laws and sagas may be mentioned L. Hansson (d. 1596) and P. C. Friis (d. 1614), of whom the latter also wrote interesting works on Norwegian topography and natural history in his native dialect. A. Pederson (d. 1574), of Bergen, was the author of a description of Norway and of the 'Chapter-book of Bergen'. The historian and topographer J. Ramus (d. 1718) and the poet Peter Dass (d. 1708), the still popular author of 'Nordlands Trompet', were also natives of Norway, while T. Torfœus (d. 1719), a famous historian of Norway, was an Icelander. By far the most important author of this period was Ludvig Holberg of Bergen (d. 1754), the poet and historian, whose 'Peder Paars', the 'Subterranean Journey of Nils Klim', and comedies have gained him a European reputation. Among later poets and authors C. B. Tullin (d. 1765), J. H. Vessel (d. 1785), C. Fasting (d. 1791), E. Storm (d. 1794), T. de Stockfleth (d. 1808), J. N. Brun (d. 1816), J. Zetlitz (d. 1821), and C. Friman (d. 1829) are noted for the national character and individuality of their writings, which are uninfluenced by the French and German taste then prevalent in Denmark. This national school was partly indebted for its origin to the foundation of the 'Norske Selskab' at Copenhagen in 1772, while the 'Lærde Selskab' of Throndhjem, founded by Gunnerus, the naturalist (d. 1773), and Schoning, the historian (d. 1780), promoted scientific research. On the whole, notwithstanding the want of good national schools, the Norwegian literature of this period ranks at least as high as the Danish.

# Union of Sweden and Norway.

After the Peace of Jönköping in 1809 Norway was governed by Prince Frederick of Hessen and afterwards by Christian Frederick, cousin of King Frederick and heir to his throne. Christian was a popular prince, and even after the terms of the Peace of Kiel had been adjusted he made an effort to secure the sovereignty of the country for himself. He summoned an assembly of notables to Eidsvold (Feb. 1814), stated the terms of the Peace of Kiel, which had not yet been published, and declared that he would assert his claim in spite of it. The assembly denied the right of the king of Denmark to hand over Norway to Sweden, but also declined to recognise the prince's hereditary claim. They, however, appointed him regent until a national diet should be summoned to consider the state of affairs. The king of Sweden promised the Norwegians a liberal constitution if they would submit to his authority; but his offer met with no response, the country eagerly prepared to

assert its independence, and a temporary government was constituted. On 10th April, 1814, the representatives of the country met at Eidsvold, a constitution framed chiefly by K. M. Falsen (d. 1830) was adopted on 17th May, and on the same day Christian Frederick was proclaimed king. Count Wedel-Jarlsberg, the most far-seeing of the Norwegian statesmen, who had urged a union with Sweden, was overruled on this occasion, but his object was soon afterwards attained. About the end of June ambassadors of the guaranteeing powers, Russia, England, Austria, and Prussia, arrived at Christiania to demand fulfilment of the Peace of Kiel and to recall the regent in the name of the king of Denmark. After fruitless negociations and the outbreak of a war with Sweden, which was terminated by the Convention of Moss on 14th August, the Swedish regent temporarily recognised the new Norwegian constitution, and Christian summoned a Storthing to meet at Christiania in October, to which he tendered his resignation, and immediately afterwards set sail for Denmark. He afterwards reigned over Denmark as Christian VIII. (1839-48). During the same month the Storthing, though not without reluctance, affirmed the principle of union with Sweden, and several modifications were made in the Eidsvold constitution, and on 4th November Charles (XIII. of Sweden) was unanimously proclaimed king. On 10th November the crown-prince Charles John solemnly ratified the constitution at Christiania. With pardonable national pride, however, the Norwegians still observe the 17th of May, 1814, as the true date of their political regeneration.

At first as regent, and after the death of Charles XIII. (1818) as king of Norway (1818-44), Charles John or Charles XIV. had a difficult task to perform in governing two kingdoms to which a few years previously he had been an entire stranger, and with whose languages he was imperfectly acquainted. The internal affairs of both countries were, moreover, in an abnormally unsettled condition, and their finances were well-nigh ruined, while foreign states looked askance at the parvenu king and his almost republican kingdom of Norway. In 1815, however, the legislative authorities of the two kingdoms drew up a formal Act of Union, placing the connection of the countries on a satisfactory basis. By the sale of the island of Guadeloupe to England the king was enabled to pay part of the national debt of Sweden, and he adopted other wise financial measures. Among other serious difficulties was that of calling in the unsecured Danish banknotes still circulating in Norway, a task which occasioned heavy sacrifices, and at the same time a bank was founded at Throndhjem (1816). In 1821 a new burden was imposed by the unlooked for liability of Norway for part of the national debt of Denmark, while the introduction of a new educational system and other reforms was attended with great expense. About this period the king displeased his democratic Norwegian subjects by opposing their abolition of titles of nobility (1821), by attempts to enlarge the prerogatives of the crown and to obtain for it the absolute right to veto the resolutions of the Storthing (1824), by appointing Swedish governors of Norway, and by yielding to what were considered the unjust demands of England in consequence of a fracas at Bode. On the other hand. by dint of rigid economy, sound administration, and the legalised sale of church property for educational purposes (1821), and owing to good harvests and successful fisheries, the prosperity of the country rapidly improved, while the king's firmness of character and his self-denial in renouncing his civil list for a period of ten years in order to assist in paying the national debt justly gained for him the respect and admiration of his people. From 1836 onwards the highest offices in Norway were filled with Norwegians exclusively, and a new communal code (1837), penal code (1842), and other useful laws were passed. - In Sweden the French revolution of 1830 caused a great sensation and led to a fruitless demand for the abolition of the existing constitution. A conspiracy in favour of Prince Vasa (1832) and several riots in Stockholm (1838) were also unsuccessful. On the other hand the king earned the gratitude of his Swedish subjects by the zeal with which he promoted the construction of new roads and canals, particularly that of the Göta Canal, and furthered the interests of commerce and agriculture, and at the time of his death the internal affairs of both kingdoms rested on a sound and satisfactory constitutional basis.

The administration of his son Oscar I. (1844-59) was of a still more liberal and enlightened tendency. This gifted and highly educated monarch thoroughly remodelled the law of succession (1845) and the criminal code (1854) of Sweden, and abolished the monopolies of guilds, but he was unsuccessful in his attempts to procure a reform of the constitution (1845 and 1850-51). accession the king rendered himself popular in Norway by presenting it with an appropriate national flag, and he was afterwards a scrupulous observer of the constitution of that country. At the same time the population and wealth of Norway now increased rapidly. His temporary interposition in the German and Danish war regarding Slesvig, which led to the Armistice of Malmö (1848) and afterwards to the occupation of Northern Slesvig by Swedish and Norwegian troops, was regarded with favour in both of his kingdoms, where patriotic Scandinavian views were then in the ascendant.

Oscar's eldest son Charles (XV. of Sweden; 1859-72), a highly popular, though pleasure-loving monarch, who was endowed with considerable artistic and poetical talent, inaugurated the present representative constitution of Sweden in 1865, while in Norway the triennial Storthing was made annual (1869). In both countries

the principle of religious equality was extended, new railways and roads constructed, and other reforms introduced. A threatened conflict between the representatives of the two countries was averted through the king's influence, and to his wisdom was due the neutrality observed during the German and Danish war of 1863 and the Franco-German war of 1870-71, although his subjects warmly sympathised with the Danes in the one case and with the French in the other.

In 1872 Charles was succeeded by his brother, the present king Oscar II., a gifted prince, endowed like his father and elder brother with considerable taste for science, poetry, and music. Materially and intellectually his kingdoms have recently made rapid strides, and though, like many other countries, their progress has of late been somewhat checked by the failure of crops and stagnation of trade, it is hoped that these evils are transient.

In both kingdoms the field of Literature has been most sedulously cultivated during the present century. In Sweden there existed an academic and a neutral school, both of which, as for example Franzén (d. 1847), were more or less influenced by French taste, while a romantic school with German proclivities, called 'Phosphorists' from their 'Phosphorus' periodical, was represented by Hammarsköld (d. 1827), Atterbom (d. 1855), and Palmblad (d. 1852). Akin to the latter, but of more realistic and far more national tendency, is the so-called 'Götisk' school, to which belong the eminent historian E. G. Geijer (d. 1847), the great poet Esaias Tegnér (d. 1846), and the poet, and inventor of the Swedish system of sanitary gymnastics, P. H. Ling (d. 1839). An isolated position, on the other hand, is occupied by K. J. L. Almqvist (d. 1866), an author of fertile imagination, but pernicious moral tendencies. To the highest class of modern Swedish authors belongs the patriotic Finn, J. L. Runeberg (d. 1877), of whose noble and genial poetry 'Faurik Stål's Sägner' afford an admirable example. As popular authoresses, though inferior to some of their above-mentioned contemporaries, we may mention Frederica Bremer (d. 1865) and Emilie Flygare-Carlén. Pre-eminent among scientific men are J. J. Berzelius, the chemist (d. 1848), E. Fries, the botanist (d. 1878), K. A. Agardh, the botanist and statistician (d. 1859), and Sven Nilsson, the venerable zoologist and antiquarian (b. 1787). Among modern historians may be mentioned A. M. Strinnholm (d. 1862), A. Fryxell, F. F. Carlson, K. G. Malmström, C. T. Odhner, H. Reuterdal (church history; d. 1870), and C. J. Slyter (legal history); and to this period also belong B. E. Hildebrand and R. Dybeck, the antiquarians, J. E. Rietz, the philologist, and C. J. Boström, the philosopher. — In Norway, whose literature since 1814 has assumed a distinct national individuality, and though written in Danish has adopted a considerable number of words and idioms

peculiar to the country, the poets H. Wergeland (d. 1845) and J. Velhaven (d. 1873) occupy the foremost rank. Of the still living poets and novelists Bjørnstjerne Bjørnson, H. Ibsen, and J. Lie, the two former in particular have earned a well-merited reputation far beyond the confines of Norway. Of high rank among scientific men are N. H. Abel, the mathematician (d. 1829), C. Hansteen, the astronomer (d. 1873), and M. Sars (d. 1869) and his son O. Sars, the naturalists. Eminent historians are R. Keyser (d. 1864), P. A. Munch (d. 1863), C. C. A. Lange (d. 1861), and the still living O. Rygh, E. Sars, L. Daae, and G. Storm; distinguished jurists, A. M. Schweigaard (d. 1870), F. Brandt, and T. H. Aschehoug; philologists, S. Bugge, C. R. Unger, J. Storm, and the lexicographer Ivar Aasen; meritorious collectors of national traditions, M. B. Landstad, J. Moe, and particularly P. C. Asbjørnsen. H. Steffens, the philosopher and poet (d. 1845), and C. Lassen, the Sanscrit scholar (d. 1876), were Norwegians who spent the greater part of their lives in Germany.

Lastly, in the province of Art, we may mention the Norwegian painters *Tidemand* (d. 1877) and *Gude* (b. 1825), and the Swedish sculptors *Byström* (1848) and *Fogelberg* (d. 1854), but a glance at the galleries of Stockholm and Christiania will show that

the list might easily be extended.

# Chronological Table.

Curonologi	cai fable.
NORWAY.	SWEDEN.
Ynglingar Line.   Harald Haarfagre (7)860-933   Erik Blodøks	Ragnar Lodbrok's Line.
Olaf Tryggvason 995	Erik 'VII.' Sejersæl (d.)995 Olaf Skøtkonung 995
Erik and Svejn, Jarler	Anund (Önund) Jakob 1021
Harald Sigurdssøn Hardraade 1046	Emund Slemme (?)1050
Olaf Haraldssøn Kyrre       1066         Magnus Olafssøn Barfod       1093         Olaf Magnussøn       1103-16         Øystejn Magnussøn       1103-22         Sigurd Jorsalafarer       1103-30	Stenkil's Line.         Stenkil
Magnus Sigurdssøn Blinde 1130-35 Harald Magnussøn Gille 1130-35 Sigurd Haraldssøn Mund 1136-55 Inge Haraldssøn Krokryg 1136-61	Sverker's Line.  Sverker Kolsson 1132
Øystein Haraldssøn 1142	Erik IX. Jedvardsson, 'the Saint' 1150 Karl VII., Sverkersson 1160

Norway.	Sweden.
HORWAL.	Knut Eriksson 1167
Sverre Sigurdssøn 11	
Haakon Sverressøn 12	
Guttorm Sigurdssøn 12	
Inge Baardssøn 120	04 Erik X. Knutsson 1210
Inge Baardssøn	17 Johan Sverkersson 1216
2. W. C.	Erik XI., Eriksson Læspe . 1222
10	Folkungar Line.
Magnus Haakonssøn Lagabøter 12	
Erik Magnussøn 12	
Haakon V., Magnussøn 12	99 Birger Magnusson 1290
Magnus Erikssøn, 'Smek' 13	19 Magnus Eriksson, 'Smek' 1319
	Other Lines, and Administrators.
Haakon VI., Magnussøn 13	
Olaf Haakonssøn, 'the Young' 13	81
. ,	SWEDEN WITH DENMARK AND
	NORWAY. 87 Margaret 1387
Margaret, 'Valdemarsdatter' . 13	87   Margaret
DENMARK AND NORWAY.	SWEDEN.
Erik of Pomerania 13	
	Karl Knutsson, Administrator 1436 42 Christopher of Bavaria 1441
Christopher of Bavaria . 14	42 Christopher of Bavaria 1441
Karl Knutssøn 14	
Christian I	50 Christian I , 1457
	Karl VIII., Knutsson 1464
**	Sten Sture, Administrator . 1471
Hans 14	55
Obulation II 45	Svante Nilsson
Christian II 15	
	Christian II 1520
	The Vasa Line.
Frederick I	24 Gustavus Vasa 1523
Christian III 15	37
Frederick II	59 Erik XIV
	John III
Christian IV	88   Sigismund 1092
	Charles IX 1604 Gustavus Adolphus 1611
	Gustavus Adolphus 1611
	Christina 1002
Frederick III 16	
	Palatinate Line.
	Charles X
(U-1-41 31	Charles XI
Christian V	(0   0   1   1007
Christian IVI	99   Charles XII
Christian VI	BO Frederick of Hessen 1718
rrederick v	
	Holstein Line. Adolphus Frederick 1751
Christian VII 170	Re   Adolphus Frederick 1151
	Gustavus III 1771
	Gustavus IV
Frederick VI	
Christian Frederick . 18	14
Christian Frederick	Bernadotte Family.
Charles (XIV.) John 19	18 Charles XIV 1818
Oscar I	14 Oscar I. 1844
Charles (XV)	59 Charles XV 1859
Oscar II	79 Ogcan II 1970

## 1. Christiania and Environs.

Arrival. The large steamers from London, Hull, Hamburg, etc., usually land their passengers at the Toldbodbrygge or the Jernbangbrygge, the two principal quays near the Custom House (Pl. D, E, 7). Porterage from the steamer, on board of which luggage is slightly examined, to one of the principal hotels: 30 \$\mathscr{s}\$. for 601bs. or under, 40 \$\mathscr{s}\$. for 60-1401bs. Cab with one horse from the quay to one of the hotels 40, 60, 80 \$\mathscr{s}\$. or 1 kr. for 1, 2, 3, or 4 persons respectively, with 501bs. of luggage free; with two horses 80 \$\mathscr{s}\$. 1 kr., or 1 kr. 20 \$\mathscr{s}\$. for 1-2, 3, or 4 persons, with 1001bs. of luggage free. At night (11 p.m. to 8 a.m.) the fares are 80 \$\mathscr{s}\$. 1 kr., 1 kr. 20, or 1 kr. 40, and 1 kr. 20, 1 kr. 50, or 1 kr. 80 \$\mathscr{s}\$ respectively. To prevent disputes, a party of 3-4 persons, with heavy luggage, will find it preferable to engage one vehicle for themselves and another for thein boxes. — Travellers by railway from Sweden arrive at the \$\mathscr{s}\$ stor Hovedbanegaard (Pl. D, 6), where luggage is slightly examined, and from Drammen at the Vestbanegaard (Pl. B, 7). Porterage and cabs thence to the hotels, see above.

Hotels. \*Victoria (Pl. h: C, D, 7), at the corner of the Raadhus-Gade and Dronningens-Gade, a large, old-established house; \*Hôtel Skandinavie (Pl. f: C, D, 6), at the corner of the Karl-Johans-Gade and the Dronningens-Gade, very central; Grand Hotel (Pl. B. C. 6). Karl-Johans-Gade, at the Eend of the Eidsvolds-Plads; Battakia (Pl. a: D, 7), at the corner of the Toldbod-Gade and Store Strand-Gade, smaller, the nearest to the quay, well spoken of. Charges at these about the same: R. from 2, B. 1-2, D. 3-3½, L. and A. 1 kr. — Angleterre (Pl. b: C, 7), at the corner of the Raadhus-Gade and the Kongens-Gade; \*Royal Hotel (Pl. e: D, 6), unpretending, R. 2 kr., L. & A. 40 s. Stockholm (Pl. g: D, 6), opposite the Østbanegaard; Kong Karl (Pl. d: D, 6), Jernbane-Tory; Kong Oscar, near the Vestbanegaard. Charges at these: R. 1½, B. 1, D. 2-2½ kr. — Hötel Garni, Dronningens-Gade 13, near the Exchange, well spoken of (landlord speaks English).

Restaurants. At the hotels; "Christoffersen, corner of Bankplads and Kirke-Gade; Café Central, Storthings-Plads 7, to the left beer-saloon, to the right restaurant; Frimurerlogen, Grev Wedels Plads; another at the Tivoli (see below). — Cafés. "Baumann, Øvre Slotsgade 10; Günther, Kirke-Gade 16.

Cabs. (The drivers are called 'Vognmænd'). Per drive within the town, with one horse, 40, 60, 80 \$\mu\$, or 1 kr. for 1, 2, 3, or 4 persons; with two horses 80 \$\mu\$, 1 kr., 1 kr. 20 \$\mu\$. for 1-2, 3, or 4 persons. At night (11 p.m. to 8 a.m. from 1st May to 30th Sept.; 10 p.m. to 9 a.m. during the rest of the year), the fares are higher (see above). — By time, within the town and immediate environs: with one horse, 1 kr. 20, 1 kr. 50, 1 kr. 80, or 2 kr. 10 \$\mu\$. for 1, 2, 3, or 4 persons per hour; with two horses, 2 kr., 2 kr. 50 \$\mu\$, or 3 kr. per hour.

Skyds. The posting-station ('Skydsstation') is kept by Iversen, Grubbe-gade 3. — Omnibus to Grefsen (p. 12) several times daily, starting from

Simonsen's, in the Stortory.

Tramway (Sporvogn). From the Stortorv, or principal market-place adjoining Vor Freisers Kirke, to the Vestbanegaard (W.), Homansby (N.W.), Grünerløkken (N.E.), and Oslo (S.E.), every 5 or 10 min. from about 8 a.m. to 10 p.m. on week-days, and from about noon to 10 p.m. on Sundays. Fare for each of these trips 15 ø.— As there are no conductors, each passenger drops his fare into an ingenious box placed near the driver. The coins fall on a slide where they are seen through a pane of glass by the driver, who then tilts them into the box below. The drivers give change, but have no access to the money-box. This system, the success of which

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depends to some extent on the honesty of the passengers, works well where the traffic is inconsiderable. It is used at Stockholm also.

Porterage. From the stations or quays to any part of the town 30 ø. for luggage under 60lbs., and 40 g. for 60-140lbs. - Bybud, or commis-

sionnaires, may also be employed at a moderate tariff.

Post and Telegraph Offices, at the corner of the Kirke-Gade and Karl-Johans-Gade (Pl. C, 6). Post-Office (Pl. 27) open from 8 a.m. to 7.30 p.m.; Sundays 8-10 a.m. and 5-8 p.m. Telegraph Office (Pl. 32), open daily from 7 a.m. to 9 p.m.; open at night also for foreign telegrams.

Banks (open 10-2). Norske Credit - Bank, at the corner of the Kirke-Gade and Prindsens-Gade; Christiania Bank and Credit - Kasse, Torvet, W. side; Norges Bank, Bank-Plads; Th. Joh. Heftye & Son, Toldbod-Gade 20; N. A. Andressen & Co., Kirke-Gade 6. At any of these circular notes may be changed.

Consulates. American: Prindsens-Gade; Mr. Gerhard Gade, consul: Mr. C. E. R. Christophersen, vice. British: Prindsens-Gade 26; Mr. Mitchell.

consul-general; Mr. Septimus Crowe, vice.

Railway Stations. Ostbanegaard, or Hovedbanegaard (Pl. D., 6), on the E. side of the Karl-Johans-Gade, for Eidsvold (Throndhjem), Kongsvinger, Sweden, and Fredrikshald. Vestbanegaard (Pl. B, 7), on the Pipervik, on the W. side of the town, for Drammen, Randsfjord, Krøderen, and Kongsberg.

Shops. Booksellers: Cammermeyer, Karl-Johans-Gade 33 (publisher of 'Norges Communicationer' and of 'Nissen's Reisekart over Norge', 6 sheets 'Norges Communicationer' and of 'Nissen's Reisekart over Norge', 6 sheets at 11/2 kr. per sheet); Dybwad, adjacent, No. 2; J. W. Cappelen, Kirke-Gade. — Jewellers (noted for filigree work): \*\*Tostrup, Kirke-Gade 20; Thune, Karl-Johans-Gade, S. side, near the Øvre Slots-Gade; D. Andersen, opposite Tostrup's, Kirke-Gade 19, cheaper. — Antiquities: Gram, Torvet 11b. — Bazaar (Travelling Requisites): Vollmann, Kongens-Gade 22; W. Schmidt, agent of the Turist-Forening, Kirke-Gade 23. — Stationery, Photographs, etc.: Olsen, Karl-Johans-Gade, near the Hôtel Skandinavie; Grønvold, Kongens-Gade 29; Andvord, Karl-Johans-Gade 2. — Preserved meats, etc.: E. Lexow & Co., Toldbod-Gade 8; C. J. Christophersen & Co., under the Hôtel Skandinavie: Responsite Over Slots-Gade — Shoemaker: under the Hôtel Skandinavie; Bergwitz, Øvre Slots-Gade. - Shoemaker: Solberg, Karl-Johans-Gade, near the Skandinavie. — Travelling requisites of all kinds may also be purchased of Mr. T. Bennet, Store Strand-Gade 17.

Turist-Forening (see Introd. iv.). Secretary, Mr. H. R. Sstgaard,

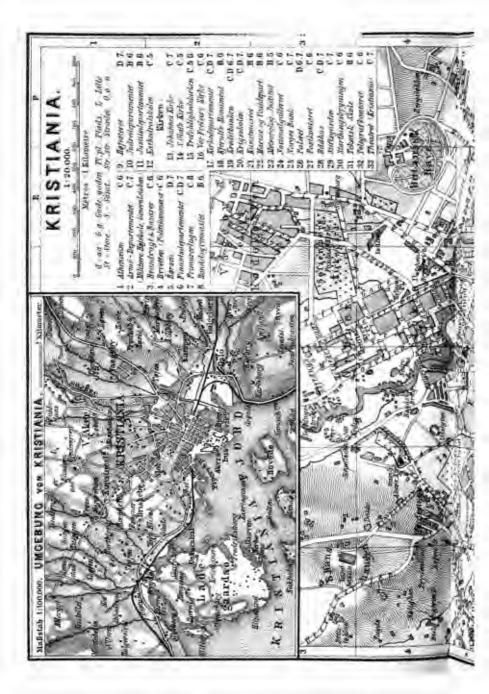
Rigsarkivet (in the building of the Storthing, p. 6).

Newspapers at the principal hotels, and at the Athenaum (p. 6), Akersgaden, at the back of the Storthings Building, a reading-club to which travellers are admitted for a fortnight when introduced by a member.

Baths. Badeanstalt (Pl. C, D, 5), Torv-Gaden, a large building on the N.W.side of the street, with hot (50 ø.), cold, and shower (30 ø.) baths for both sexes. Vapour and other baths at the Rigshospital (Pl. C, 6). - Baths in the Fjord: Hygæa (20 g.) and Setyst (15 g.), for swimmers. Also a Badehus for Damer. These three establishments are situated at the S. extremity of the town, near the fortress. The water is almost entirely fresh. The rise and fall of the tide averages 1-2 ft. only.

Theatres. Kristiania-Theater (Pl. 33), at the S. end of the Kirke-Gade. Performances usually four times weekly, except in summer. Boxes 2/<sub>2</sub> kr., pit 1 kr. 60 g. — Folke-Theater, Møllergade 3. — At the Tivoli (formerly Klingenberg, Pl. B, 7; with a restaurant), in the Eidsvolds-Plads, nearly opposite the University, concerts and theatrical performances take place daily; admission 1/2-1 kr. — Military Music daily at 2-3 p.m. (Sun. 12.30 to 1.30), and occasionally in the evening, in the Studenterlunden (Pl. B, 6), the promenades opposite the University (refreshments in the Pavilion).

Steamers to London, on alternate Thursdays; to Hull on Fridays; to Glasgow once a fortnight (cabin fare 3gs., return 4gs.); to Gothen-burg three or four times, and to Copenhagen twice weekly; to Christian-sand daily; to Bergen five times weekly; to Throndhjem four times weekly; to Tromso twice weekly; to Hammerfest once weekly; to the North Cape and Vadso once weekly. All these vessels start from the



Toldbodbrygge, the Fæstningsbrygge, or the Jernbanebrygge (Pl. D, E, 7). — Small steamers ply from the Jernbanebrygge to Moss, Horten, Fredrikstad, Fredrikshald, Tonsberg, and the islands in the Bundefjord; and also from the Pipervik (Pl. A, B, 8) to Fredriksborg on the Ladegardsø, once or oftener daily, affording pleasant excursions. — For these, besides a number of other steamers to places on the fjord, Drammen, etc., see 'Norges Communicationer'.

Small Boats may be hired of the 'Fargemand' on the Pipervik and at the Baadforening by the fortress for 1 kr. 20 ø. per hour. An excursion may be made by boat to the *Hovedø*, with its scanty monastery ruins, to visit which (strictly speaking) permission from the commandant of the fortress is required (p. 11).

English Church Service in the Festsal of the University, S.E. wing.

Resident chaplain (Rev. Austin West).

Principal Attractions. View from St. Hanshaugen, about 1 Engl. M. to the N. of the Storthings Building (see p. 6). Walk or drive from the Østbanegaard across the Jernbane-Torv, and through the Karl-Johans-Gade, passing the Storthings Building (p. 6) on the left and the University (p. 7) on the right, to the Stot, or Palace (p. 10). Museum of Sculptures and National Gallery (p. 8). Excursion to Oscarshall (p. 10).

Christiania, the capital of Norway, with 77,000 inhab. (almost

exclusively Protestants), beautifully situated at the N. end of the Christiania Fjord and on the W. bank of the small Akers-Elv, in 59° 54′ N. lat, and 10° 50′ E. long., was founded by Christian IV. in 1624 on the plain to the N. of the fortress of Akershus, and named after him, being intended as a substitute for the older town of Oslo, on the E. bank of the stream, which had been almost entirely burned down in that year. Oslo, founded by Harald Hardraade about the year 1050, afterwards became a depôt of the Hanseatic League and the capital of Norway, but was burned down by its inhabitants in 1567 to prevent its falling into the hands of Swedish besiegers, and was again destroyed in 1624. It once possessed a richly endowed cathedral, dedicated to St. Halvard, where several of the Norwegian kings were interred, and where James I. of England married Anne of Denmark in 1589.

Christiania is the seat of government and of the supreme court of Norway, and the headquarters of the Storthing or parliament. It also boasts of a University, containing several scientific collections, a National Picture Gallery, an Observatory, a Royal Palace, and a number of charitable and other institutions. The chief exports are timber, fish, beer, and various manufactured goods, and the imports wheat, wine, etc., the former being valued at about 12, and the latter at 27 million kroner per annum. The town now possesses about 190 vessels, of an aggregate burden of 55,000 tons, about a dozen of which are steamers, of an aggregate burden of about 1600 tons. In the neighbourhood are several considerable engine-works, breweries, cotton-mills, and paper-manufactories, most of which lie on the Akers-Elv.

Owing to its comparatively recent origin, as well as to destructive fires by which it was visited in 1686, 1708, and 1858. Christiania now presents a substantial modern appearance, most of the old timber-built houses having disappeared. Beyond the beauty of the

situation at the foot of gently sloping, grassy, and pine-clad hills, with the picturesque fjord stretching into the distance, studded with islands, and enlivened with occasional steamboats and sailing vessels, the town offers few inducements for a prolonged stay. Our walk or drive through the principal streets includes the chief points of interest, all of which may be visited in half-a-day, if the traveller is pressed for time. A couple of hours should also, if possible, be devoted to the excursion to Oscarshall (p. 10).

Starting from the Toldbodbrygge, or Custom House Quay (Pl. D, 7), situated on the Bjørvik, the bay which bounds the town on the S.E., and proceeding to the N., we come in 4 min. to the Ostbanegaard, or Eastern Railway Station (Pl. D, 6), which is also known as the Hoved-Banegaard ('principal railway-station'), the terminus of the lines to Eidsvold, Sweden, and Fredrikshald (Smaalens-Bane), a handsome building erected by Schirmer and v. Hanno in 1854 and enlarged in 1879. On the N. side of the adjoining Jernbane-Torv is the Royal Hotel (p. 1). Leaving the railway-station, we cross the market-place to the W. and ascend the Karl-Johans-Gade, the most important street in the town. On the left (2 min.), at the corner of the Dronningens-Gade, is the Hôtel Skandinavie (p. 1), opposite to which is a handsome building containing the Brandvagt (Pl. 3: C, 6), or fire-station, and the Basarer ('bazaars'), occupied by butchers, poulterers, etc. On the right, a few paces farther on, and adjoining the Brandvagt, lies the Stor-Torv (Pl. C, 6; 'great market'), usually known simply as Torvet ('the market'). It is adorned with a Statue of Christian IV., by Jacobsen. On the E. side of the market-place rises -

Vor-Frelsers-Kirke (Pl. 16), or Church of Our Saviour, a large cruciform edifice with a conspicuous tower, consecrated in 1697, and restored by Châteauneuf in 1849-56. The altar-piece, representing Christ in Gethsemane, is by the German artist E. Steinle, and the marble font by Fladager. Fine view from the dwelling of the fire-watchman in the tower. — The Torv-Gade leads hence to the N., passing on the left the Dampkjøkken ('steam kitchen'), a large establishment for the benefit of the poorer classes, where about 2000 persons are daily provided with dinners for 25-45 ø. each. Some of the customers carry away their food, while others dine at large marble tables provided for the purpose. A few paces farther on in the same direction is the Nytorv ('new market'), on the left (W.) side of which rise the Byret ('municipal court ) and the Politikammer (Pl. 4), or police-office. Beyond this market-place, on the left side of the same street, is situated the Badeanstalt (Pl. D, 5; p. 2), a handsome building, suitably fitted up. (The entrance to the ladies' baths is at the back.) The Akers-Gade, leading to St. Hanshaugen (p. 6), is only 3 min. walk from this point. The Torv-Gade then leads to the N., past Ankerlakkens-Gravlund, to the Akerselv, which forms several waterfalls

higher up. Adjoining the falls are numerous manufactories, some of which are of considerable size. On the E. bank of the river lies the well-built suburb of Grüner Lokken, with the Olaf Rye's Plads. — We retrace our steps to the Karl-Johans-Gade, cross it, passing the —

Post and Telegraph Offices (Pl. 27, 32; C, 6), at the corner of that street and the Kirke-Gade, and follow the latter. After 3 min. we cross the Raadhus-Gade, in which the Victoria and Angleterre hotels (p. 1) are situated, and a little farther on reach the Theatre (Pl. 33), erected in 1637, opposite to which, on the W. side of the Bank-Plads, is situated Norges Bank (Pl. 25). To the E. is Grev-Wedels-Plads, with pleasure-grounds, adjoining which is the Freemasons' Lodge. A little to the S. of the Bank, we next reach the fortress of—

Akershus, or Agershus (Pl. C, 8), situated on the E. bank of the Pipervik. The date of its foundation is unknown, but it is mentioned as having been besieged by Duke Erik of Sweden in 1310. In 1355-80 the works were extended by Haakon VI., and they were farther strengthened in the 16th-18th centuries, but have since been partially levelled, and are now of no military importance. The castle was besieged unsuccessfully by Christian II, in 1531-32, and by the Swedes in 1567 and 1716. Charles XII., who conducted the siege on the latter occasion, was signally defeated a few months later near Fredrikshald by Tordenskjold (d. 1720), the famous Norwegian naval hero, a native of Throndhjem (p. 216). The fortress itself now contains nothing noteworthy, but those who have leisure may visit the Rustkammer, or armoury, on applying at the office of the Felttøimester ('master of the ordnance', in the 'Artillerigaard'), where permission to visit the monastery ruins on the Hovedo (p. 11) is also granted. The Ormegaarden, or court, is also of historical interest. Adjoining the ramparts, which have been converted into pleasant promenades, affording beautiful views, are the Bath-houses (Pl. C, D, 8) mentioned on p. 2, that for ladies being at the extremity of the promontory between the Pipervik and the Bjørvik.

Retracing our steps to the Bank-Plads and the Raadhus-Gade, we turn to the left and soon reach the Johanskirke (Pl. 13; C, 7), built of yellow brick ('Flensburger Sten'), and completed in 1878. It contains a good altar-piece by Eilif Petersen, eight monolithic granite columns, and a marble font. The sacristan ('kirketjener') lives at Akersgade 1, on the W. side of the church. The Raadhus-Gade now descends to the W. to the Pipervik, where we observe opposite to us the handsome Vestbanegaard, and obtain a fine view of the fjord, with the rocks of Akershus rising on the left. We next proceed to the N. by the Tordenskjolds-Gade to the \*Eidsvolds-Plads, a fine square, planted with trees, on the E. (right) side of which rises the—

\*Storthings-Bygning (Pl. 30: C, 6), or assembly-hall of the Norwegian Parliament, a handsome edifice, half Romanesque. half Byzantine, designed by Langlet, and completed in 1866. The facade, flanked with two lions in granite by Borch, overlooks the Plads, and the N. side adjoins the Karl-Johans-Gade. The Interior (shown by the 'Vagtmester' or custodian, who is to be found at the entrance from the Storthings-Gade, on the S. side of the building, fee 1/2-1 kr.), which is handsomely fitted up, comprises the Storthings-Sal, with accommodation for about 150 deputies and an audience of 300 persons, and the smaller Lagthings-Sal, with seats for about 40 members and 130 visitors, besides which there are several committee-rooms, a library, secretary's office, archives room (Riksarkivet), and other apartments. Prior to 1866 the Storthing met in the Departements-Gaard, in the Dronningens-Gade, which is now occupied by various government offices. The Storthing sits annually in February and March, but not longer without permission from the king, to whom also belongs the prerogative of summoning it to meet at other times if necessary. The usual summer-session, held by royal permission, lasts till the middle of June.

In the Akers-Gade, at the back of the Storthings-Hus, is the Athenaeum (Pl. 1; see p. 2), the finest modern building in the town. Following the Akers-Gade towards the N., we next reach the Trefoldigheds-Kirke (Pl. 15: C, 5, 6), or Church of the Trinity, on the right, a Gothic edifice, partly designed by Châteauneuf, and erected in 1853-58. The interior forms a handsome octagon. It contains an altar-piece (Baptism of Christ) by Tidemand and a font with an angel by Middelthun. A few paces beyond it is the Roman Catholic St. Olafs-Kirke (Pl. 14), erected in 1853, with a school at the back, where the road divides. The Akersvei, to the right, leads past the E. side of Vor Frelsers Cemetery in 6 min. to the Gamle Akers Kirke (Pl. B, 4), the oldest church in Christiania, which was founded in the 11th cent, and restored in the original style by Schirmer and v. Hanno in 1861. The Ullevoldsvei, to the left of St. Olafs-Kirke, leads past the W. side of \*Vor-Frelsers-Gravlund, a well-shaded cemetery, embellished with flower-beds, and provided with numerous benches for the use of mourners. The N. part forms a pleasant park, and commands fine views. On an eminence near the entrance is the monument of Henrik Wergeland (d. 1845), the most famous of Norwegian poets, erected by 'grateful Jews' in recognition of his successful efforts in obtaining liberty for them to settle in Norway. In 5 min. more we reach -

\*St. Hanshaugen ('St. John's Hill'; Pl. A, 3, 4; cab from the Stor-Torv 40 0. and upwards, and half-fare returning, see p. 1), an eminence about 150 ft. above the sea-level, on the summit of which there is a reservoir belonging to the city waterworks. This point commands an excellent survey of the town, the fjord and

islands beyond it, the Ekeberg (p. 12) to the left, Oscarshall (p. 11) to the right, and Frognersæter on the hill to the N.W. (see p. 12). The view is rather more extensive from the building at the N. end of the reservoir. The attendant, for whom the visitor rings, names the chief points, and lends a telescope (fee 40 ø. or upwards). We now return by the same route, or by the St. Olafs-Plads, to the W. of the church of that name, to the Karl-Johans-Gade, where we next visit the --

University (Pl. B, 6), a handsome edifice in the classical style, with two wings at right angles to it. The establishment was founded by Frederick VI. in 1811, but as the various lecture-rooms were scattered throughout the town, the present building was erected in 1841-53 by Grosch, whose design was partly suggested by Schinkel of Berlin. There are five faculties with a staff of 53 professors, who lecture gratis to upwards of 1000 students. In front of the building extends that part of the Eidsvolds-Plads known as Studenterlunden (Café in summer; music, see p. 2), embellished with a Statue of Henrik Wergeland (p. 6), by Bergslien. The E. wing, containing the Festsal (English service, p. 3), is known as the Domus Academica, and the W. wing is occupied by the Library, consisting of 250,000 vols., and reading-room (open on the first five days of the week, 12-2).

The University possesses several Collections of considerable value.

which may be visited if time permits.

COLLECTION OF NORTHERN ANTIQUITIES (in the E. wing, Mon. and Frid. 12-2). Ascending the staircase, we turn to the left and follow a passage leading to the Cabinet of Coins (see below) and the Antiquities. The latter are arranged in seven rooms. Room I. (that farthest to the The latter are arranged in seven rooms. Room I. (that farthest to the right): relics of the flint and bronze ages. Rooms II., III., and IV. are devoted to the earlier and later parts of the iron period. Room V. contains mediæval relics (A.D. 1000-1500), the chief of which have their names and dates attached. Among them are three \*Church-portals carved in wood, dating from the 12th-13th centuries. Room VI. contains several other interesting door-posts and portals of the same period. Room VII. is occupied with curiosities of later date than 1500, including tankards in wood and metal, bridal crowns, trinkets, fire-arms, and tools. — The—CARINET OF COUNS (E. wing adjoining the Antiquities. Mon and

In wood and metal, bridal crowns, trinkets, fire-arms, and tools. — The — CABINET OF COINS (E. wing, adjoining the Antiquities; Mon. and Frid., 1-2) is a valuable collection, numbering 45.000 specimens. — The — ZOOLOGICAL MUSEUM (central building, Sun., Mon., Frid., 12-2) is reached by ascending the staircase turning to the left, and entering the last door on the left. In the 1st (Reading) Room, birds, etc.; in the 2nd R. is a well-arranged zoological collection; in the 3rd R., fish and reptiles. — We now pass a staircase on the left descending to the Zootomic Museum (see helow) and enter the 4th and 5th Rooms which contains Museum (see below), and enter the 4th and 5th Rooms, which contain an extensive and valuable collection of birds. - The staircase above mentioned descends to the -

ZOOTOMIC MUSEUM (central building; Mon. and Frid., 12-2), a carefully arranged collection of skeletons and anatomical preparations. The adjoining Anthropological Collection is generally closed.

The BOTANICAL MUSEUM (central building; passage to the right at the top of the staircase; Mon., 12-2) and the adjacent MINERAL CABINET (Frid.,

12-1) will interest scientific travellers only.

ETHNOGRAPHICAL MUSEUM (central building, reached by a staircase in the N.W. corner. from the garden at the back; Mon. and Frid., 1-2). 1st Room: Scandinavian costumes, furniture, and implements. 2nd R.: Laplander's tent, reindeer, and pulk. Another staircase now ascends to a series of small rooms containing articles of dress, implements, utensils. armour, weapons, manufactures, etc., from other parts of the world.

A shed behind the central part of the university contains a Viking Ship, excavated at Sandefjord (p. 32) in 1880 and supposed to date from the 9th century. It is 76 ft. long and 14-16 ft. broad. Adm. on Mon. and Frid., 12-2 (at other times for a fee).

COLLECTIONS OF MODELS (central building; Mon., 12-1), uninteresting. The Anatomical, Pathological, and Pharmacological Museums and the collections of Physical, Surgical, and Obstetrical Instruments (all in the central building) are shown on application to the medical authorities.

Connected with the University -

COLLECTION OF CHEMICAL PREPARATIONS (in the adjacent Laboratory, in the Fredriks-Gade; Mon., 12-1).

METALLURGIC LABORATORY (in the Laboratory just mentioned; daily, 9-2). OBSERVATORY (Pl. A, 8), Drammens-Vei. about 1/2 Engl. M. to the W.

of the University (shown on application).

BOTANIC GARDEN (Pl. E. F. 4), with its library, 3/4 Engl. M. to the N.E. of the Stortory, and reached by the Stor-Gade and the Throndhjems-Vei. On days when the above collections are closed, visitors may usually

obtain access to them by applying to one of the professors.

To the N. of the University, in the Universitetsgade, is the handsome \*Museum of Art (Pl. 21), built in the Italian Renaissance style by Adolf Schirmer and presented to the town by the Kristiania Sparebank, or Savings Bank. The wings are not yet completed. In the centre is a large flight of steps. Admission on Tues. and Thurs. 1-3, Sun. 12-2, free; at other times on application to the 'Vagtmester', who lives at the back of the building (fee  $\frac{1}{9}$ -1 kr.).

The GROUND FLOOR contains the \*Sculpture Gallery (Sculptur-Museet: Historical and Descriptive Catalogue, by Prof. Dietrich-

son, 1 kr.).

The Vestibule and the three adjoining Rooms contain the Casts of Ancient Sculptures, and the Staircase and Hall the Casts of Renaissance and Modern Sculptures, the whole forming the most complete collection of the kind in Scandinavia (also presented by the Sparebank, see above).

— The other rooms contain Original Works by Norwegian Masters, the finest of which are: 328, 329. Fladager, Angel with font (model and sketch); Borch, 330. Jephthah's Daughter, 331. The first lesson, 331a. The Sulamite Maiden, 331b. David, 332. Bust of Rector Vibe, one of the founders of the collection; 333. Skeibrok, Rognar Lodbrok among the serpents.

A wide double staircase ascends to the UPPER FLOOR, which contains the \*National Gallery, a collection of paintings founded in 1387 and belonging to government. It contains about 300 ancient and modern works, chiefly by Norwegian masters but also including several good specimens of the Dutch school. The gallery was formerly situated in the Apothekergade.

We first enter the -

East Room. Danish School. 198. Jens Juel, Bernt Anker, a Norwegian patriot of the 18th cent.; 201. C. W. Eckersberg, Alms-giving at the convent; 202. N. Simonsen, Caravan overtaken by a simoom; 204, 205, Grönland, Flowers and fruit; 206. Sørensen, Øresund, near Kronborg. — Swedish School. 210. Kjörboc, Fox; Amalie Lindegren, 214. The widow and her child, 215. Grandfather's lesson; 216. Fagerlin, Discomforts of bachelor life; 218. E. Bergh, Birch wood. — We now turn to the right and enter the -

SOUTH ROOM (lighted from above). Norwegian School. J. C. Dahl (1788-1857), 230. Laurvik, 231. The Hougfos; Th. Fearnley (1802-1842), 235. The Labrofos, 236. Grindelwald Glacier; 241. Baade (1808-1879), Norwegian coast-scene by moonlight; Tidemand, \*246. A solitary couple (family worship in a cottage), \*247. Cottage meeting of the Haugianer (a religious ship in a cottage), \*247. Cottage meeting of the Haugianer (a religious sect), 248. Administration of the Sacrament to a dying man; 250. F. Boe (b. 1820), Breakfast; Eckersberg (1822-1870), 253. Valle in the Sætersdal, 254. Mountain scenery; H. F. Gude (b. 1826), 258. Norwegian landscape, 259. Mountain view, \*261. Christiania Fjord, 262. Before the rain, 263. Scene in North Wales; \*267. H. A. Cappelen (1827-1852), Forest scene in Lower Thelemarken; 272. K. Bergslien (b. 1827), Portrait of the artist's father; Morten Müller (b. 1828), 273. Scene on the Christiania Fjord, 274. Hardanger Fjord; 276. E. Bodom (1829-1879), Scene in Nordmarken; P. N. Arbo (b. 1831), \*278. The Walkyries, 279. Asgaardsrejen (The Wild Huntsman); 281. A. Askevold (b. 1834), Mountain lake in summer; 283. V. Stoltenberg-Lerche (b. 1837), Tithe-day at the convent; 284. Karl Hansen, In captivity; \*287. L. Munthe (b. 1841), Coast-scene in winter; No number, Munthe, Autumn evening; 289. E. Petersen, Portrait of a lady. — We now traverse the West Room, which contains a collection of water-colours and traverse the West Room, which contains a collection of water-colours and drawings, including some admirable examples by W. Schirmer, and enter the -

NORTH ROOMS (lighted from the roof), the first of which is devoted to the French, Italian, and German Schools. Italian Masters: 1. Fine old copy of Leonardo da Vinci's Mona Lisa, wrongly ascribed to Bernardino Luini; 5. Venetian Master, Massacre of the Innocents; 6. In the style of Caravaggio, Laughing head; 12. B. Strozzi, The tribute money; 13. Salvator Rosa, Landscape. — German Masters: 134, 135. Barth. Beham, Portraits; 141. J. J. Hartmann, John the Baptist in the wilderness; \*145. Scibold, Portrait; Anton Graff, 155. Portrait of a lady, 157. Portrait of his son (the landscape painter of the same name); 173. O. Wagner, Ponte son (the landscape painter of the same name); 113. O. Wagner, Ponte Rotto; 175. K. Sohn, Tasso and the ladies of Ferrara; 176. C. F. Lessing, Scene on the Rhine; "177. R. Jordan, Family worship; 178. E. Geselschop, Christmas morning; 179. K. Hübner, Emigrants paying a farewell visit to the graves of their relatives; 180. A. Achenbach, Beach at Scheveningen; 182. A. W. Leu, Waterfall in Norway; 183. O. Achenbach, Italian landscape; 184. A. Seel, Cloisters. — French Masters; 187. C. de la Fosse, Achilles discovered by Ulysses among the daughters of Lycomedes. The other works are unimportant.

The second North Room contains the works of the Flemish and Dutch The second North Room contains the works of the Flemish and Dutch Schools: \*22. Pieter Claeissens, Portrait of himself; 24. Francken the Elder, The works of charity; 26. Abr. Bloemaert, St. Jerome; 28. Pourbus the Founger, Portrait; 30. R. Savery, Landscape with accessories; 32. Al. Adricenssen, Still-life; 34. Jac. Jordaens, Allegorical representations of the blessings of the peace of Westphalia; 35. Adr. Brouwer (?), Drunken peasant (signed); \*36. Jan Fyt, Fight between dogs and wolves; 50, 51. P. v. Bloemen, Cavalry skirmish, Cattle driven off by armed horsemen; 56. J. Horemans, Peasant meal; \*59. Hellemans, Forest scene, with sheep by J. Verboekhoven; 63. Mierevelt, Portrait; 67. B. v. d. Ast, Fruit; \*71. Corn. v. Keulen (Ravesteyn?), Portrait; 72. E. v. d. Velde, Landscape; 73. J. v. Goyen, Sea-piece; \*81. Jan Davidsz de Heem, Oysters and Rhine wine; 84. School of G. Dow, Schoolmaster; 86. B. v. d. Helst (?), Man with a glass of wine; 94. G. Lunders, Family portraits; \*104. M. Hondecoeter, a glass of wine; 94. G. Lunders, Family portraits; \*104. M. Hondecoeter,

Dog, cat, and game. Farther to the N. in the Universitetsgade, at the corner of the Pilestræde, is the building of the Kunstforening, or Art Union, adorned with medallion portraits of celebrated artists, executed by Jacobsen. The ground-floor is occupied by the \*Kunstindustrie-Museum (adm. daily 12-2, free), founded in 1877, and containing interesting specimens of Norwegian work of various kinds, of ancient and modern date. The Chinese porcelain and lacquer-work also deserve mention.

On an eminence at the W. extremity of the town, in the beautiful \*Slotspark, stands the Palace, or Slot (Pl. A, 6), a large, plain edifice with a classical portico in the centre. It was erected in 1825-48 as a royal residence at the comparatively small cost of about 22,7001., while the grounds in which it stands cost about 10,7001, more, these sums having been voted by the Storthing for the purpose. The Interior is shown by the 'Vagtmester', or custodian, who lives on the sunk floor of the S. wing (fee 1-2 kr.). The principal Staircase is embellished with two reliefs in marble: the one to the right, by Stephen Sinding, represents Charles XIV. John laying the foundation-stone of the palace; that to the left, by M. Skeibrok, Oscar II, unveiling the statue of Charles John. The Festsal is a handsome and lofty hall, adorned with Corinthian columns: the large Dining-room is decorated in the Pompeian style: the walls of the Throne Room, Coursal or drawing-room, and Audience Chamber are adorned with landscapes by Flinto. The Billiard Room contains two pictures by Tidemand, and another of his works adorns one of the Queen's Apartments. The roof commands an admirable \* View of the town and environs. - In front of the palace rises an \*Equestrian Statue of Charles XIV. John (Bernadotte), by Brynjulf Bergslien, inscribed with the king's motto 'The people's love is my reward'.

Christiania also possesses a number of educational, charitable, and other institutions, which may be visited if time permits. Among these may be mentioned the Kongelige Tegneskole, a School of Design, with which the National Gallery (p. 8) is connected. It was founded in 1818, and is supported by subsidies of 16,000 kr. from government and 4800 kr. from the municipality. Deichmann's Library, Dronningens-Gade 11, founded in 1780, and consisting of 13.000 vols., is open to the public on week-days, except Thurs., 6-8 p.m. In the grounds of the Old Palace (Pl. 26; D, 6), Lille Strand-Gade, is the Palaishavens Pavillon, containing a collection of Engravings and Drawings, 5000 in number, founded in 1877, and open to the public on Sundays, Wednesdays, and Saturdays, 12-2. There are also several very useful and meritorious scientific, literary, antiquarian, and philanthropic societies, a list of which will be found in Norges Statskalender. The most important of the numerous charitable institutions are the Rigshospital. Akersgaden, near the Trefoldigheds-Kirke, and Oslo Hospital, in Oslo, which was founded by Christian III. in 1538 and united in 1790 with a lunatic asylum (revenues, 39,000 kr.). The Dampkjøkken has been already mentioned (p. 4).

#### Environs of Christiania.

### a. Oscarshall.

A visit to Oscarshall on foot takes  $2 \cdot 2^{1/2}$  hrs., including time to inspect the picture-gallery. It may also be reached by carriage (one-horse

5-6, two-horse 8 kr., there and back), by small steamboat from the Pipervik (Pl. B, 7; hourly from 1.30 to 9.30) to Fredriksborg (in \(^{1}\_4\) hr., and 5 min. walk more, always keeping to the right), or by railway (fares 40 or 20 \(\eta\).) from the Vestbanegaard to Bygds (in 8 min., and 20 min. walk more). — Application for admission is made to the gardener, Clausen, who lives behind the château, to the left.

Leaving Christiania by the *Drammensvei* (Pl. A, 7), which is bordered by numerous villas and gardens, we soon reach (3/4 Engl. M.) from the University) the *Skarpsno* steamboat-pier. Here we cross by the ferry (in 6-8 min.; fare 10  $\mathfrak{o}$ .) to the wooded peninsula of *Ladegaards*  $\mathfrak{o}$  or  $Bygd\mathfrak{o}$ , and then walk to the château in 7 min. more.

The château of \*Oscarshall, which is conspicuously situated on an eminence 80 ft. above the sea-level, surrounded by a pleasant park, was erected in the 'English Gothic' style by Nebelong for King Oscar in 1847-52, and adorned with paintings by eminent Norwegian artists. It was sold by Charles XV. to the government, but is still set apart for the use of the reigning monarch. It deserves a visit not only for the collection of pictures it contains, but also for the beautiful view it commands (adm. see above; fee ½-2-1 kr.).

The DINING ROOM, on the ground-floor of the smaller separate building, is adorned with six imposing Norwegian landscapes by J. Frich (d. 1858), the finest being the Ravnejuv, the Romsdalshorn, and the Norangsfjord, above which are ten celebrated works by A. Tidemand (d. 1876), representing 'Norsk Bondeliv', or the different periods of Norwegian peasant life. The Drawing Room, on the ground-floor of the principal building, with its oak panelling, is embellished with statues of Harald Haarfagre, Olaf Tryggvason, St. Olaf, and Sverre, in zinc, by Michelsen. A room on the 1st floor contains nine basreliefs from Frithjofs Saga, in marble, by Borch, and five fine landscapes by Gude (b. 1825).

Borch, and five fine landscapes by Gude (b. 1825).

Several rooms on the 2nd floor contain works by Swedish and Norwegian artists, wood-carvings, basket-work, etc. We now ascend by a winding staircase of 28 steps to the flat roof of the château, beyond which 43 steps more lead us to the summit of the tower, where we enjoy a

charming \*View of Christiania, its fjord, and environs.

Refreshments at the Sæterhytte on the Dronningbjerg, between Oscarshall and the Bygdø. A monument has been erected here to Count Wedel-Jarlsberg, an ardent advocate of the union with Sweden in 1814.

#### b. Hovedø.

About 1 Engl. M. to the S. of Akershus lies the **Hovedø**, an island now belonging to the fortress (admission, see p. 5; boat there and back  $1-1^{1}/2$  kr.), on which are situated the ruins of a Cistercian Monastery, founded by monks from Lincoln in 1147. In 1532, after the Reformed faith had been embraced by Denmark, Mogens Gyldenstjerne, the Danish commandant of Akershus, ordered the monastery to be plundered and destroyed. In 1846-47 the ruins were cleared by the Norwegian Antiquarian Society.

#### c. The Ekeberg.

This excursion may be made by Tramway from the Stortory to Oslo (comp. Pl. C, D, E, 6, 5), by Steamer from the Jernbanebrygge (Pl. D, E, 7) to Kongshavn or Ormsund, or by Railway from the principal station to Bækkelaget (p. 273). — Comp. the marginal map on the Plan of Christiania.

The Ekeberg, a wooded hill 400 ft. in height, to the S. of Oslo, commands several beautiful views, but the best points are not easily found. One of the finest is a rocky knoll, immediately to the left of the Liabro road, which like the railway, skirts the fjord, and 1 Engl. M. to the S. of the Oslo tramway terminus. Near this point is the steamboat-station Kongshavn, not far from which is an interesting 'giant's caldron' or cave, named Kong Kristian II.'s Hul. Another good point is reached thus: beyond the tramway terminus follow the main road for 5 min., passing the church on the right and the pretty churchyard on the left, and after a few hundred paces ascend the stony old road to the right. Where the old and new roads unite at the top of the hill (20 min. from Oslo), we turn to the right, pass the farm of Ekeberg, and follow a field-road to the (7 min.) wood on the N.W. slope of the Ekeberg. A fine view of the town and harbour is obtained from the N. end of the hill (a little to the right, beyond the fence). We may now return by the same route, or (pleasanter) follow the top of the hill towards the S. to the farm Jomfrubraaten, then descend to the right, and return by the above-mentioned Liabro road.

## d. The Frognersæter.

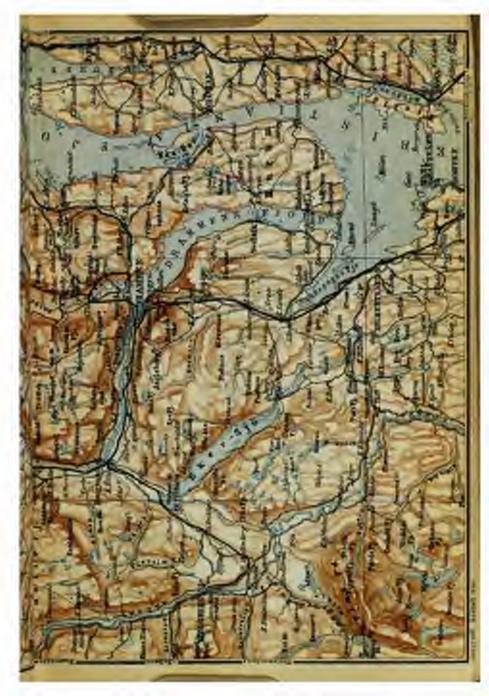
This excursion, if made on foot, takes 5-6 hrs. Carriage (3-31/2 hrs.) with one horse (for 1-2 pers) 10 kr., with two horses (3-4 pers.) 14 kr., charges lower in the forenoon. The best plan for a single visitor is to hire a Skyds or carriole from Iversen, Grubbegade 3 (see p. 1).

The route leads past the N. side of the Palace Grounds and traverses the suburb of Hægdehougen, beyond which we observe the Vestre Akers Kirke on an eminence to the right. About 1 Engl. M. from the Stor-Torv, we next observe the Gaustad Lunatic Asylum (Sindssyge - Asyl), erected by Schirmer and v. Hanno in 1854, which accommodates upwards of 300 patients. We now ascend by a narrow carriage-road, through wood, to the \*Frognersæter (1400 ft.), the rustic summer residence of Consul Heftve, 5 Engl. M. to the N. W. of Christiania, with a balcony commanding a delightful view of Christiania, its fjord, and environs. (Coffee, milk, etc., at the adjoining cottage.) - While the horses are resting, travellers usually ascend on foot to the (20 min.) Tryvandshøide (1800 ft.), a wooden scaffolding on the summit of which commands a still more extensive view, including in clear weather some of the snowclad mountains of Thelemarken (the Gausta, p. 23) to the W., and of Hallingdal (Norefjeld, p. 79) to the N.W.

### e. Other Excursions.

If time permits, pleasant drives may also be taken to the Ud-sigttaarn on the Solhaug, on the Bogstad road ( $^{1}/_{4}$  hr. from the Stor-Torv, or on foot  $^{1}/_{2}$  hr.); to the Maridalsvand, a small lake which supplies Christiania with water, 5 Engl. M. to the N., with the ruined Marikirke at the N. end; to Grefsens-Bad, a small





water-cure establishment, prettily situated about 21/2 Engl. M. to the N.E. (omnibus, see p. 1); and to Sarabraaten, a summer residence of Consul Heftye, about 7 Engl. M. to the E. (4 M. from stat. Bryn on the Kongsvinger line; p. 113).

LONGER EXCURSIONS. Travellers whose visit to Norway is limited to a few days only should endeavour to take one or other of the following

short tours before leaving the country.

(1) To Gjøvik and Odnæs, and back by the Randsfjord, Hønefos, and Krogklev, in 3-4 days. — This round may be hurriedly accomplished in 2 days: On the 1st Day by the morning train from Christiania to Eidsvold; by steamboat to Gjøvik; drive in the evening to Odnæs (39 Kil. or 24 Engl. M.) in 4½ hrs.; on the 2nd Day by steamer from Odnæs to Randsfjord; thence by train, passing Hønefos, to Christiania. — It is, however, preferable to drive from Hønefos to (18 Kil.) Sundvolden, visit Krogkleven, drive to (23 Kil.) Sandviken, and return thence by train to Christiania. — Or the traveller may prefer to make an excursion from Christiania to Sundvolden and Hønefos, as above, and to return by railway, which may be easily done in two days. Comp. RR. 2, 13 b, 15.

(2) To the Rjukanfos via Kongsberg, and back, 4-5 days (RR. 2,3). — It is possible to accomplish this very interesting excursion in 31/2 days: On is possible to accomplish this very interesting excursion in 3½ days: On the 1st Day by early train from Christiania to Kongsberg; drive to Tinoset, either viâ Lysthus in the Hitterdal, or viâ Bolkesjø. in 9-10 hrs.; 2nd Day, by steamboat on Mon., Thurs., or Sat. to Strand; drive to Vaar in 3 hrs., visit the Rjukanfos on foot in 1½ hr. (there and back), and return to Strand in 2½ hrs. more; 3rd Day, by steamer on Sun., Tues., or Wed. to Tinoset, and drive thence back to Kongsberg in 9-10 hrs.; next morning the Christiania.

ing take the train for Christiania.

(3) To Fredriksstad, the Sarpsfos, and Fredrikshald, and back, in 2-3 days (R. 33); or there and back by railway in 11/2 day. — A steamer leaves Christiania every morning for Fredriksstad and Fredrikshald, and there are four weekly to Fredriksstad, where they unload, and Sarpsborg on the Glommen, 9 Engl. M. farther (arr. in the evening). Having slept at Sarpsborg, the traveller may next day inspect the fall of the Glommen, take the train to Fredrikshald, and return thence to Christiania on the following day by steamboat in 7-9 hours. - Or the excursion may be made in two days: (1) By train from Christiania to Sarpsborg; visit the fall the same day; (2) By steamer (4 times a week) from Sarpsborg to Fredriksstad and Christiania. — By train the whole way there and back (11/2 day), not recommended.

Travellers arriving at Christiania, or leaving it, by water will find a description of the beautiful fjord in RR. 5, 34.

# 2. From Christiania to the Randsfjord by Drammen and Hougsund.

142 Kil. (88 Eng. M.). RAILWAY ('Vestbane') in 61/4 hrs. (fares 7 kr. 25, 4 kr. 20 g.), two trains daily; to Drammen in 2-21/2 hrs. (fares 2 kr. 40. 1 kr. 60 g.), four trains daily. The rails on this narrow-gauge line are only 3½ ft. apart. The carriages are of two classes only, corresponding to the second and third in most other countries. - Finest views to the left.

The railway traverses beautiful scenery, particularly between Røken and Drammen and between Hougsund and Hønefos. The train passes a number of pleasant country-houses, villages, and farms, interspersed with manufactories. To the left lies the beautiful Fjord of Christiania, while to the right is the peninsula of Bygde, with the château of Oscarshall (p. 11) and numerous villas.

3 Kil. Bygdø, on the bay of Frognerkilen, is the station for Bygdø and Oscarshall (20 min.; see p. 11). Charming scenery, About 1½ Engl. M. distant is the Kastelbakke, where snow-shoe races ('Skirend'; 'Skier', snow-shoes) take place in winter. — 6 Kil. Lysaker, at the mouth of the Sørkedalselv, descending from the Bogstad-Vand, to which a beautiful route leads to the N. From the E. side of the lake, a steep path ascends to the Frognersæter (p. 12).

To the right rise the imposing Aaser, a porphyry range of hills. The Silurian strata are here intersected by dykes of greenstone, the most interesting of which is seen near (10 Kil.) Hovik, where it forms a lofty wall, 2 ft. in thickness, in the midst of the disintegrated slate. Farther on the train skirts the Enger-Vand, also to

the right, and reaches -

14 Kil. Sandviken, a beautifully situated village, the best starting-point for a visit to the Krogklev (see below; skyds-station near the station). To the N. rises the Kolsaas (1212 ft.), commanding a view similar to that from the Frognersæter (guide advisable). The annual horse and boat races of the 'Norske Traverselskab'

take place in June at Slæbende, close to Sandviken.

\*Excursion to Krogleven. The road, at first uninteresting, gradually ascends, passing through the Krogskog, to the first station (18 Kil., pay for 22 Kil., but not returning), † Humledal, situated high above the picturesque Holsfjord, an arm of the Tyrifjord (230 ft.); striking view just below the station. We then descend by the beautiful 'Svangstrands-Vei' (p. 15) to the fjord, and follow its bank to the N. to (8½ Kil.) Sundvolden (\*Inn, with 17 rooms; not now a posting station, but horses procurable; the landlord can also send for carriages to Vik), whence we ascend in 1½ hr. to \*Krogkleven, a rocky height (Kiev, 'cliff'), 1000 ft. above the inn, on the old road to Christiania (ascent through a romantic gorge, on foot or on horseback; horse 2 kr. 80 s.). We first come to the (1 hr.) Klevstue (1245 ft.), a poor inn, 5 min. below which, to the N.W., is Dronningens Udsigt (the Queen's View). Higher up (follow the track to the W., keeping to the right) is the (20 min.) \*Kongens Udsigt (the King's View; 1455 ft. above the sea, 1240 ft. above the fjord), the finer point of the two. The prospect from this point in clear weather is superb, embracing the Tyrifjord with its islands, the district of Ringerike, the Jonsknut near Kongsberg (p. 21), the Norefjeld to the N.W., and the Gausta (p. 23) and other snow-mountains to the W. in the distance. Even the Hallingskarv (p. 82) in the Upper Hallingdal is said to be visible in clear weather.

The road from Sundvolden to Hønefos crosses the Krogsund, which connects the Tyrifjord with the Steensfjord. The numerous islands in the latter are said to be stones once thrown by a giantess of the Gyrihaug (p. 18) for the purpose of destroying the church of Steen (see below), which missiles, however, including even one of her own legs, all fell short of their aim and fell into the lake. Like the battle of the giants against Odin and Thor in the Edda, this legend is symbolical of the fruitless wrath of the powers of nature against the advance of human culture.

The next station, 16 Kil, from Humledal and 3 Kil, from Sundvolden, is  $\dagger Vik$  (travellers in the reverse direction may drive on to Sundvolden without change of horses), about 1/4 hr. beyond which, to the right, is the ruined church of Steen, with the farm of the same name. After another 1/4 hr. the road passes Norderhovs Kirke, in which Anna Kolbjørnsdatter is interred. She was the wife of the pastor of the place, and in 1716, while her husband was ill, succeeded by a stratagem in betraying

600 of the Swedish invaders into the hands of her countrymen. A picture shown at the parsonage represents the heroine obtaining permission to set fire to a heap of wood for the pretended purpose of warming the Swedish soldiers, but in reality to attract the Norwegian troops who were encamped at the neighbouring village of Steen. Meanwhile she plied the invaders so liberally with spirits that they fell an easy prey to the Norsemen. — 11 Kil. Henefos, see p. 18.

The train now ascends through cuttings in the rock and two short tunnels to (15 Kil.) Slæbende and (20 Kil.) Hvalstad, whence the picturesque Skogumsaas (1142 ft.) to the W. may be ascended. It then crosses a wooden viaduct, 90 ft. high, and reaches -

23 Kil. Asker, from which the \*Vardekolle (1132 ft.), a massive hill of granite, serving to mariners as a landmark, may be ascended for the sake of the admirable view it commands. In former times, on the breaking out of a war, beacon-fires were lighted on this hill to summon the people to arms.

'The hill commands an incomparable and most extensive view. The spectator surveys the whole of Christiania, with the surrounding countryhouses, hills, and mountains; then all the valleys of Drammen; the region of Kongsberg, Holmestrand, Drøbak, and the Christiania Fjord. Standing in the centre of this mountainous and so curiously furrowed district, we survey at a glance the whole of it, spread out like a reliefmap'. L. v. Buch, 'Norwegen'.

The train skirts the foot of the Vardekolle and passes the small lakes Bondivand (the property of an English ice-exporting company) and Gjellumvand. At the S. end of the latter is (28 Kil.) Heggedal, beyond which we pass the base of the barren Brejmaas.

Beyond (34 Kil.) Roken (440 ft.) the train turns abruptly to the W., traversing an uninteresting region and passing through numerous cuttings; but immediately beyond a tunnel, 240 yds. long, which penetrates the hilly barrier, a most picturesque and imposing \*View, of the Drammens - Fjord, the town of Drammen, and the fertile valley of the Lier is suddenly disclosed to the left, rivalling the famous views from Chexbres above Vevey or from Optschina above Trieste. The road from Roken to Drammen descends at once to the fjord, while the railway passes through another tunnel and describes a long curve towards the N., descending gradually to the valley of Lier and the (45 Kil.) station of that name.

From Lier and the (A) Miles seaton of that hand.

From Lier a pleasant route leads to the N., on the E. side of the valley, past the Engerfield, to (8 Kil.) +Kitilsrud at the S. end of the Holsfjord, the S. branch of the Tyrifjord (p. 14). The road, now called the \*Svangstrands-Vei, and famed for its picturesqueness, next ascends the Burderaas and skirts the Holsfjord, at a giddy height above it, to (8 kil.) Humledal (p. 14). The country between Enger, near the Holsfjord, and Humledal is entirely unpeopled.

At Lier the train turns towards the S., traversing a fertile tract, and next stops at (51 Kil.) Bragers, the E. end of Drammen (Bragernæs); it then crosses the Drammenselv, and the island of Møllerholm or 'Holmen' with its timber-yards, to the Tangen and Stromso quarters, on the S. bank of the river, and reaches the principal station of (53 Kil.) Drammen, situated at the W. end of Stromso, close to the bridge across the Drammenselv.

Drammen. - In Stromso: \*Central Hotel, opposite the station, entrance in a side-street, with restaurant, D. 2, S. 1/2 kr.; BRITANNIA, in the Fremgade. leading E. to Tangen. — In Bragernæs: \*Hotel Kong Carl, in the Stor-Gade, near the market-place.

CAB with one horse, for 1 person 40 g. per drive; with two horses for 2 persons 60 g. — Omnibus from Bragernæs-Torv to Tangen.

Sommer fryd-Badean stalt, on the E. side of Bragernæs, at the end of Erik-Børresens-Gaden, near the fire-engine station.

British Vice-Consul, Mr. F. W. Melhuus.

Steamboats to Holmestrand, Horten, and Moss daily; to Tønsberg and Sandefjord once weekly; to Liverpool once monthly.

Railway (Grevskabane) to Holmestrand, Tønsberg, Laurvik, Porsgrund,

and Skien, see pp. 31-33.

Drammen, with 18.850 inhab., situated on both banks of the Drammensely, consists of Bragernas on the N. bank, containing about 11,000 inhab., Stromso on the S. side, and Tangen to the S.E., which originally formed three distinct communities. Bragernæs, the principal quarter, has been rebuilt since its almost entire destruction by fire in 1866 and a great part of Strømsø and Tangen since a fire in 1870. The situation of Drammen on the estuary of the river, between hills of considerable height, is picturesque, and not without pretensions to grandeur. The pretty fjord extends down to Holmestrand (p. 31). The trade of the place is very considerable, consisting chiefly in the export of timber from the forests of Hadeland, Valders, the Hallingdal, and part of the Numedal (annual value over 5,000,000 kr.), and of a quantity of zinc and nickel from Skouger and Ringerike. The commercial fleet of Drammen, numbering more than 300 vessels, is one of the largest in Norway, vying in importance with those of Christiania and Arendal, and having an aggregate burden of 72,000 tons. Vessels of large tonnage can load and discharge at the stone quays of Bragernæs. The town also possesses a number of saw-mills, iron-works, and manufactories.

The railway-station lies at the S. end of a long Timber Bridge, crossing the Drammenselv and connecting Strømsø and Bragernæs. The bridge affords a pleasant promenade in hot weather, on account of the cool breezes always blowing up or down the valley. Charming prospect in every direction; the Brandposten (p. 17), with its two flagstaffs, is conspicuous on the hill-side to the right.

The bridge leads from the station to the Bragernæs-Torv, the chief market-place, in which, to the right, are the Exchange (with the Post and Telegraph Offices, entrance in the Storgade, to the right), and facing us the Raadhus and Byret (court-house), with the inscription Ret og Sandhed ('justice and truth'). Ascending hence in a straight direction, between the two small towers of the Kirkegade, we soon reach the conspicuous Bragernæs Church, a handsome Gothic brick edifice by Nordgren, built after the fire of 1866, and consecrated in 1871. The choir is at the N. end, the principal entrance in the S. tower. The interior is embellished with an \*Altar-piece by *Tidemand* (d. 1876), representing the Resurrection, and an \*Angel over the font by Borch. (The 'Klokker', or sacristan, lives in the one-storied white wooden house opposite the sacristy, to the left; fee 1/o-1 kr.)

Following the road on the hill-side above Bragernæs Church, which ascends slightly to the right, or proceeding by the Cappelens-Gade below the church to the E. as far as Erik Børresen's Gade, and then ascending to the left, we reach after 12-15 min. the \*Brandposten, one of the finest points of view near Drammen, affording an extensive prospect of Tangen, Strømsø, and Bragernæs, of 'Holmen' (p. 15), the valley of the Drammenselv, and the fjord. The verauda of the watchman's house is always accessible. Cannons are fired here whenever a fire is observed in the town.

The road proceeds hence, turning to the left after 10 min., to the (35-40 min.) Klopkjærn (650 ft.), a sequestered lake in the midst of wood, whence the town derives its water-supply. To the left are pleasant grounds, and on the right is a small house where refreshments are sold. From the latter a footpath ascends to the right in 5 min. to Prins Oscars Udsigt, a rocky summit near another small lake, which affords a good survey of the Lierdal and the fjord. The mountains to the left are the Vardeaas and the Skogumsaas. (From the small house above mentioned the traveller may ascend to the Varde, a much higher point, commanding a very extensive view.) — In returning avoid the very steep and stony short-cuts.

Another good point of view is the hill of \*Bragernæsaas, easily reached in 35-40 min. by a new zigzag road, provided with numerous benches, which ascends above the churchyard to the W. of the Bragernæs Church. The view embraces the town and fjord, and the valley up to Hougsund and Kongsberg. From the top the traveller may proceed (no path) to the Klopkjærn and return by the Brandposten (see above).

A longer excursion may be taken through the Lierdal by the old Christiania road to the Studenternes Udsigt on the Bejstad-Aas, near which is the Gaard Gjellebæk with a wood-girt lake and a fine echo. The road formerly lay farther to the N., crossing the Paradisbakker (about 900 ft.), the marble quarries of which supplied the materials for the marble church at Copenhagen.

The RAILWAY TO HOUGSUND (Hønefos, Kongsberg) ascends the broad valley of the Drammenselv to (55 Kil.) Gulskogen, (64 Kil.) Mjøndalen, and —

70 Kil. Hougsund (\*Rail. Restaurant, 'varm Frokost' with beer 1 kr.), the junction of the Randsfjord and Kongsberg lines. To the W. rises the Jonsknut (2952 ft.; p. 20). In the vicinity is the Hellefos, a fall of the Drammenselv, where boxes are placed for the purpose of catching the salmon as they ascend the fall. — Passengers for Kongsberg change carriages here (see p. 19).

The Randsfjord train continues to ascend the Drammenselv, which forms a number of picturesque waterfalls and cataracts, and

we enjoy a succession of beautiful views. The river is crossed several times. 76 Kil. Burud. At (80 Kil.) Skotselven the train crosses the Drammenselv, which here forms the Døviksfos, and next stops at (87 Kil.) Aamot, on the left bank of the river. On the opposite bank are seen the waterfall of the Simoa, a tributary of the Drammenselv, and the Nykirke. The scenery at this point is remarkably fine. A little farther on is the influx of the Snarumselv, the river descending from Lake Krøderen and the Hallingdal. Recrossing to the right bank, the train next stops at (91 Kil.) Gjethus, near which is the Gravfos. A charming walk may be made hence to the Hirsdal with the St. Olafsgryder, large giants' cauldrons.

96 Kil. Vikersund, the junction of a branch-line to Lake Krøderen (p. 79), situated at the point where the Drammenselv issues from the Tyrifjord. A bridge crosses the river here to the church of Heggen, from which a road leads along the S. bank of the Tyrifjord to the Holsfjord, the S. E. arm of the lake (p. 15).

A pleasant drive may be taken from Vikersund (carriages at the station, or at the neighbouring posting-station Krona) to (4 Kil.) St. Olafs-Bad at Modum, now the most frequented watering-place in Norway, with a chalybeate spring, mud-baths, inhaling apparatus, and other appliances. The beautiful forests in the environs, the picturesque views of Ringerike and the Tyrifjord, and the Kaggefos and other falls of the Snarumselv are among the chief attractions of the place. This district is moreover the scene of many traditions connected with St. Olaf. About 5 Kil. to the W. are the Cobalt Mines of Modum, worked by a German company.

Beyond Vikersund the train skirts the W. bank of the Tyrifjord, of which it affords beautiful views to the right. The wooded hills on the opposite bank are the Krogskog (with the Krogklev, p. 14) and the Gyrihaug (2216 ft.; Gyvr or Gygr, 'giantess'). Farther on the steep red-sandstone road ascending from Sundvolden to Krogkleven is distinguishable. 105 Kil. Nakkerud. 111 Kil. Skiærdalen. 119 Kil. Ask. The train now quits the Tyrifjord.

124 Kil. Honefos (\*Glatved's Hotel, with a garden, pleasantly situated in the N. part of the town: Jernbane-Hotel, near the station; Skydsstation, in the S. part of the town, near the church), a small town with 1130 inhab., ravaged by a serious conflagration in 1878, lies at the confluence of the Bagna or Aadalselv, which descends from Lake Spirillen, and the Randselv, coming from the Randsfjord. The river formed by them is called the Storelv, which empties itself into the Tyrifjord, whence it afterwards emerges under the name of Drammenselv (p. 16). The Bægna-Elv, just before its junction with the Randselv, forms two waterfalls, of which that to the N. is rather a huge cataract, and which are together known as the \*Hønefos. Though of no great height, these falls are quite worth seeing (at least for travellers who have not vet visited the large falls in Thelemarken or Hardanger), especially during the 'Flomtid' or 'Flaumtid' (flood time) in May and June, when the volume of water is very imposing. The bridges which cross the

rivers afford a fine view of the falls and the environs. By passing under the bridges it is possible to reach a point nearer the seething waters. As is so often the case in Norway, a number of flourmills and saw-mills are congregated here for the sake of the motive power afforded by the falls. A channel on the left bank of the N. fall conveys the timber to the mills with immense velocity. A road on the left (E.) bank of the Aadalselv leads in 1 hr. to the Hofsfos, another fine fall, close to the railway to Heen.

From Hønefos to (18 Kil.) Sundvolden, from which we ascend Krogkleven, see p. 14; carrioles may be ordered at the hotel.

131 Kil. Heen. — To Lake Spirillen, see pp. 84, 85.

Turning suddenly to the E., the train skirts the Heensbreud and the Askelihoug (1409 ft.), traverses a wooded district thinly peopled, and finally stops at -

142 Kil. (88 Engl. M.) Randsfjord Station (\*Inn), see p. 88.

## 3. From (Christiania) Hougsund to Kongsberg and the Rjukanfos.

Comp. the Map.

From Hougsund to Kongsberg, 28 Kil. (17 Eng. M.), RAILWAY, in 1½ hr. (fares 2 kr. 65, 1 kr. 15 g.). From Kongsberg to Tinoset, 65 Kil. (40 Eng. M.), by Carriage in 10 hrs., including stoppages. From Tinoset to Strand, 25 Kil. (15½ Eng. M.) Steamboat in 23½ hrs. (2 kr.), in spring and autum thrice weekly (Mon. afternoon, Thurs. and Sat. forenoons), in summer four times weekly (Mon., Thurs., and Sat. forenoons, Tues. afternoon). From Strand to Rjukanfos, 10 Kil. (6 Eng. M.), Drive of 2¾ hrs. and WALK of 1/2 hr.

From Christiania to Hougsund, see pp. 13-17. The railway to

Kongsberg (finest views on the left) next stops at —

5 Kil. Vestfossen, with several manufactories, on the beautiful Ekersjø or Fiskumvand, bounded by lefty mountains on the E. side (usually traversed by a steamboat twice weekly to Eidsfos). 11 Kil. Darbo also lies on this lake. 15 Kil. Krekling, where the slate-formation predominates. Farther on we obtain a fine view of the mountains towards the S. 22 Kil. Skollenborg, where sandstone makes its appearance, and the country becomes sterile. The Labrofos (p. 20) lies about 1 Engl. M. to the S. of Skollenborg. The train approaches the Laagen, which descends from the Numedal and forms a waterfall, and stops at -

28 Kil. Kongsberg. - Hotels. VICTORIA, at some distance from the station, in the W. part of the town, on the right bank, R. & L. 2, A. 1'2 kr., B. 80 ø.; BRITANNIA, on the left bank, near the station. Both hotels are often crowded in summer.

Carriages to Tinoset: Carriage with 2 horses for 2 pers. 24 or 42 kr., carriage with 2 horses for 2 pers. 32 or 56 kr., for 3 pers. 36 or 63 kr. Those who detain the carriage in Tinoset for more than one night pay 4 kr. extra per horse for each day.

Kongsberg (490 ft.), an uninviting, but not unpicturesque town, situated on the Laagen or Laugen, in the S. part of the Numedal (p. 24), contains 4311 inhab, (formerly twice as

many), who are almost all supported by the neighbouring silvermines. Most of the houses are timber-built, but the large Church and the Raadhus are substantial stone edifices. The former was erected in the middle of last century, when the population of the town was about double the present number. The town owes its origin to the Silver Mines in the vicinity, which are said to have been discovered by goat-herds, and was founded in 1624 in the reign of Christian IV. In the town itself are situated the Smeltehytte, or smelting-works, where specimens of the ore may be purchased, the Munt (mint), and a government Vaabenfabrik (weapon-factory), the last of which is near the Hammerfos. The rapid Laagen is crossed by two bridges.

The Silver Mines of Kongsberg, the property of the government, now yielding an annual profit of about 22,000l., were discovered early in the 17th cent. and have been worked with varying success. Of more than a hundred mines opened since the first discovery of the ore, four only are now of any importance. The principal of these is Kongens-Grube, about 6 Kil. to the S.W.W. of the town, which is nearly 2000 ft. in depth, and a little to the N. of this mine are the 'Gottes-Hülfe', the Armen-Grube, and the 'Haus-Sachsen' mines. Besides the perpendicular shafts descending to these mines, there are two level shafts or adits, the Fredriks-Stollen and the Christians-Stollen, entering them from the hill-side, the latter being 300 ft. below the other and connecting all the mines, the aggregate length of which is upwards of 5 Kil. — Permission to visit the mines is obtained at the offices in the market-place, but the expedition is a laborious one, which hardly repays the fatigue (guide 2 kr.). The veins of native silver which the mines contain are mingled with sulphuret of silver and copper pyrites, occurring generally in layers of calcareous spar. Beautiful argentiferous crystals are also frequently found. The finest yet discovered is now in the University Museum of Natural History at Copenhagen.

The Jonsknut (2962 ft.), which rises a short distance beyond the Gottes-

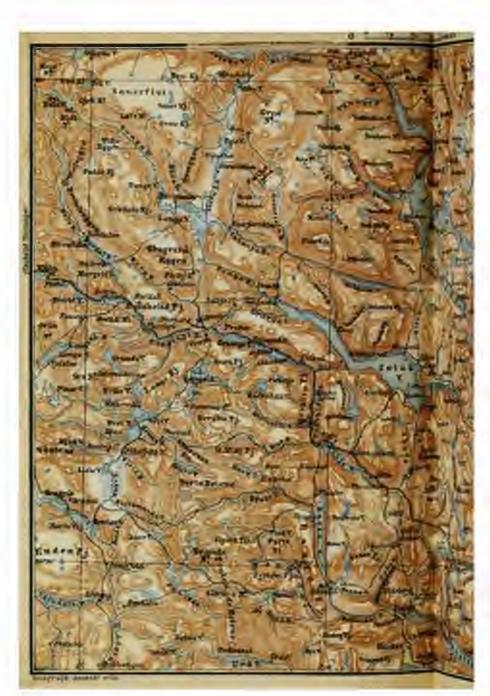
Hülfe and Haus-Sachsen mines, commands an admirable view of the Gausta and other mountains of Thelemarken to the W. Near the Jonsknut rises the Skrimsfjeld (2946 ft.), about 15-20 Kil. to the S. of the town, and also commanding a beautiful view.

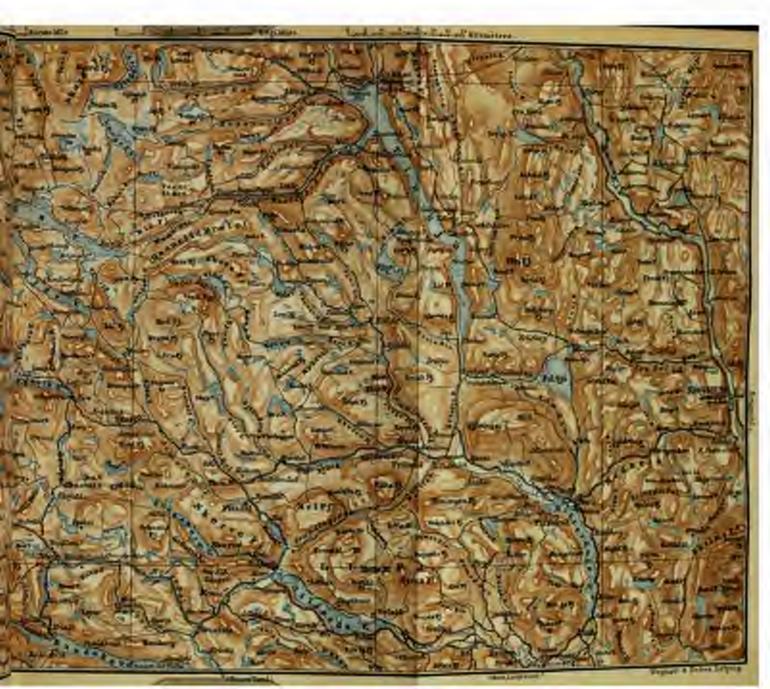
About 3-4 Kil. to the S.E. of the town the Laagen forms a very fine

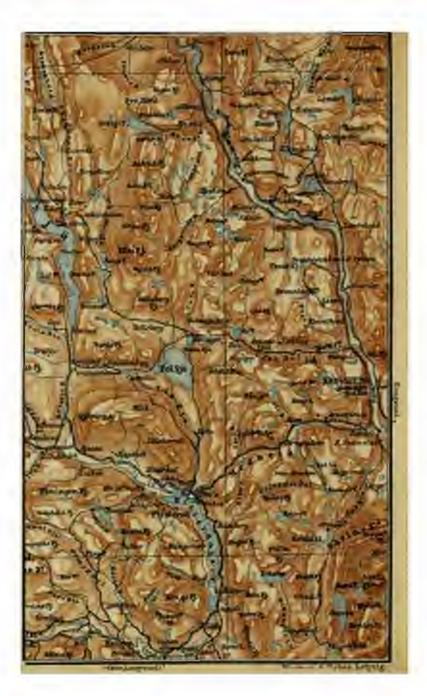
waterfall called the Labrofos, 140 ft. in height, which is well worthy of a visit. - Another fall of the same river of equal grandeur is the Hvitingfos, 20 Kil. from Kongsberg, on the Laurvik road.

FROM KONGSBERG TO TINOSET there are two routes, the shorter and more picturesque but rougher road via Bolkesie, and the high road via Hitterdal. The former route is generally preferred in going, the latter in returning. (An account of the 'Rodestolper' passed en route will be found at p. 117; numerous snow-ploughs.)

a. VIA BOLKESJØ. We first follow the road ascending the Numedal on the right bank of the Laagen for 4 Kil. (see p. 24), and then turn to the left into the Jondal and ascend through the pines on the right bank of the Jondals-Elv. Farther on we cross to the left bank. After about 4 hrs. (including a short halt for rest) we reach the culminating point of the route (1825 ft.), where a magnificent view of the mountains of Thelemarken is suddenly unfolded. The most conspicuous heights are the Lifjeld (p. 27) and the Gausta (p. 23), which appears from this point in the form of a







blunted cone. A little before Bolkesjø, a softer charm is added to the landscape by the presence of two lakes in the foreground, the Bolkesjø (1030 ft.) and the greater Folsjø (710 ft.).

34 Kil. (from Kongsberg) Bolkesjø (1285 ft.), a cottage, in which beer, simple refreshments, and clean but rustic beds may be obtained. The upper room contains a photograph commemorating the visit of the Crown Prince of Germany in 1873. Various quaint proverbs are carved on the walls. The fine 'Stabbur', or storehouse, should be noticed.

Beyond Bolkesjø the road leads through wood, high up on the N.W. bank of the Folsjø, commanding several views of the Bleifjeld (3900 ft.) to the right. At the W. end of the lake lie the houses of Vik, about  $1^1/4$  hr.'s drive from Bolkesjø. The Tin-Elv soon comes into view on the left; the road descends and crosses the stream near the church of Grandsherred. About 5 min. later  $(1^1/4$  hr.'s drive from Vik) we reach the high-road described be-

low, on which a drive of 35 min. brings us to Tinoset.

b. VIÂ HITTERDAL. The road at first runs towards the S., but after 2 Kil. turns to the W. into the valley of the Kobberberg-Etv. To the right rises the Jonsknut (p. 20). The road then gradually ascends the wooded Medheia and after 2-2½ hours reaches Jerngruben (tolerable inn; 1350 ft.), where the horses are usually rested for an hour. Beyond Jerngruben the road continues to ascend for some distance, and then traverses the plateau (1450 ft.) in numerous undulations. On emerging from the forest it begins to descend into the Hitterdal, commanding a beautiful view; in front the mountains of Thelemarken, the Himingen, and the Hacksfjeld, to the left the Hitterdalsvand. We then pass the gaards of Heibø, Tinne, and Hvaaten, near the last of which a direct road diverges to the right to the (10 min.) Tinfos (see below).

28 Kil. (pay for 36) \*Hôtel Furuleim, kept by J. G. Thomassen (R. 2 kr., D. 2 kr. 60, B. 80  $\sigma$ .). The drive from Kongsberg to Furuheim takes  $4^{1}/_{2}$  hrs., that in the reverse direction at least  $5^{1}/_{2}$  hrs. The horses are rested here 2 hrs., during which the traveller should dine. The skyds-station is at Notodden, near the quay

of the steamers plying on the Hitterdalsvand (p. 34).

The road now crosses the Tin-Elv by a bridge which affords a view of the \*Tinfos, a beautiful waterfall formed by the river here. Near the water-fall, which we may approach more closely, is a wood cutting and polishing mill (Træsliberi). The road, which is here almost level, then passes the inns of Juel and Jomfru Holst and the old skyds-station of Lysthus. About 6 Kil. from Notodden, to the right, lies the —

\*Hitterdals Kirke, a grotesque-looking timber-built church, resembling the ancient church of Borgund (p. 94), and one of the greatest architectural curiosities of Norway. The style of architecture and general character of the ornamentation of the singular

Norwegian 'stavekirker' relegate them to the 12th cent., the capitals of the pillars and the mouldings almost exactly corresponding, so far as the difference of material allows, to the details of Anglo-Norman architecture at the same period (Fergusson). They are constructed, like block-houses, of logs laid horizontally above each other and kept in position by strong corner-posts. The walls are surmounted by a lofty roof, the artistic construction of which was originally left open to view in the interior, though now, as in this case, often concealed by the interposition of a plain ceiling. The quadrangular nave is adjoined by a semicircular choir. Round the exterior of the building runs a low arcade (Lop), probably added as a protection against snow and cold; the lower part is closed, while the upper part is open and supported by small columns. Above the roof of this arcade appear the windows of the aisles, over which rises the nave, surmounted by a square tower with a slender spire. The windows of the aisle are an innovation, the original design having only small air-holes in their place. The capitals of the pillars, the doors and door-frames, and other suitable parts of the edifice are embellished with elaborate and fantastic carvings, representing entwined dragons, intermixed with foliage and figures. The projections from the ridges of the roof and gables are also carved in grotesque forms. The church of Hitterdal has been recently restored. The old episcopal chair at the back of the altar should be noticed. The key (Nøglen) is obtained in the parsonage, opposite the entrance to the church.

The road from Hitterdal to Tinoset is tolerably level the whole way. The gaards of Bamle and Kaasa are passed. To the left the Himingen and the Hæksfjeld long remain conspicuous. To the right rises the Kjøivingfjeld (2265 ft.), which our road skirts towards the N., while the road to Hjærdal (p. 26) diverges to the left. We now ascend the course of the Ørvælla, a small river which has forced its way through huge masses of debris, overgrown with pines and firs. The road crosses the river several times. At the 'Plads' Bakken, 23 Kil. from Notodden, the horses are rested. The road from Grandsherred and Bolkesjø (p. 21) joins ours on the right, 5 Kil. farther on. After 6 Kil. more we reach —

34 Kil. †Tinoset (Kaali's Inn, close to the steamboat-pier, often full, R. 1 kr. 60, S. 1 kr. 20  $\sigma$ .), a group of scattered houses at the S. end of the Tinsjø, a small lake, about 22 Engl. M. long and  $1-1^1/2$  M. in width, enclosed by barren and precipitous mountains. A small screw-steamboat plies on the lake 3-4 times a week (see p. 19) between Tinoset and Sigurdsrud at the N. end. Fare 2 kr.; hire of the whole steamer on its disengaged days 28 kr. Small boat to Strand 13 kr. 60  $\sigma$ .

The Tinsjø on the whole resembles the Spirillen, but the banks are even lower then those of that lake. The steamer calls at two intermediate stations, Sanden (to the left) and Hovin (to the right).

The finest point in the scenery is the Haakenæsfjeld, which the steamer skirts. Soon after, 23/4 hrs. after leaving Tinoset, we reach—

Strand (Ornæs Hotel, at the pier; \*Fagerstrand's Hotel, outside the village), near the church of Mæle, at the mouth of the Maan-Elv. Carriage to Vaaer and back, 10-15 kr.

The broad road ascends the Vestfjord-Dal, on the left bank of the Maan-Elv. To the right opens the Haakedal, from the sides of which several waterfalls precipitate themselves into the valley below. The majestic Gausta becomes visible to the left about  $\frac{1}{2}$  hr. after leaving Strand. In 1 hr. more we reach (10 Kil.) Dale (Inn), a prettily situated hamlet, near the foot of the Gausta (6180 ft.), the highest mountain in S. Norway, which commands a magnificent view, and may be ascended hence without difficulty in 6 hrs. (there and back, 10 hrs.; guide, near the church, 4 kr.; the night may be spent at Langefondsæter, about 2/3 of the way to the top).

- From Dale to Landsværk, see p. 26.
At the houses of Vaaer, 20 Kil. from Strand (a drive of 3 hrs.), the road ceases. We ascend hence by a steep footpath to the conspicuous (35-40 min.) \*Krokan Inn (belonging to the 'Turistforening'; R. 1 kr. 60 s., S. 2, B. 1 kr.; 2300 ft. above the sea), about 250 paces beyond which is the point where the magnificent \*Rjukanfos ('reeking' or 'foaming fall') bursts upon the view. This waterfall, formed by the large Maan-Elv, is one of the finest in Europe and is about 800 ft. in height. The scene is stupendous in the early summer, when the river is swollen with melted snow, but less picturesque than when there is less water, as the fall is partially concealed by the spray and foam. The adjuncts of the fall are also remarkably picturesque. The point of view which we have reached is about 500 yds. from the fall, but it is scarcely advisable to attempt a nearer approach. Some of the projecting rocks are not very secure.

FROM THE RJUKANFOS TO THE HARDANGER FJORD. There are two practicable but somewhat trying routes for pedestrians and riders from the Rjukanfos to the Hardanger Fjord, one to Odde, and one to Eidfjord, of which the former is the easier. Ole Knudsen Vaa of Krokan may be engaged as a guide (distinct bargain desirable).

engaged as a guide (distinct bargain desirable).

To Odde, 4-5 days. 1st Day. From Krokan to Holvik (Inn), on the Mjøsvand (2800 ft.), a walk or ride of 4 hrs. by a fatiguing path, on which snow sometimes lies early in the season. To the W. are the huge Raulandsfjeld and the Theseggen. The dreary-looking Mjøsvand, 22 Engl. M. long, and 1-6 M. broad, is then crossed by boat, passing Mjøsstranden, to (3½ hrs.) the W. bank, whence a path, very rough and marshy at places, leads across the Bildalselv, in 6 hrs. to Rauland (Inn, tolerable), on the N. bank of the Totakvand (2080 ft.), or to Berge (Inn, fair), also on the lake, a little farther on.—2nd Day. Row from Rauland or from Berge to Kosthveit (slow station) in 1 hr., and drive or ride thence by a rough road to (14 Kil.) Jamsgaard i Vinje in 2½ hrs., and from Jamsgaard viā Nyland to (48 Kil.) Botten (p. 28) in 7 hrs.—3rd Day: from Botten to the (17 Kil.) Haukelisæter a drive of 3 hrs., thence to (28 Kil.) Reldal, a ride or walk of 8-9 hrs.—4th Day: from Røldal to (28 Kil.) Seljestad, a drive of 5-6 hrs., and thence to (25 Kil.) Odde, a drive of 4-5 hrs.—Comp. pp. 29-31. hrs. — Comp. pp. 29-31.

The above route from the Rjukanfos to Odde may be varied as follows. Ride from Holvik by a rough and often marshy path all the way to Berge (see above) in 7.8 hrs. — Or row from Holvik to Erlandsgaard in 1 hr., walk to Gibeen in 2 hrs., cross the S. arm of the Mjesvand in 1/2 hr., and walk to Berge, passing the fine gaard of Gjuveland, in 5 hrs. - From Berge or Rauland we may row to Brunelid in 2 hrs., then ascend through the steep Grungedatsbygd to Nylænd (p. 28) in 31/2 hrs., and drive thence in 31/2 hrs. more to Botten (p. 28).

To the Vøringsfos and Eidfjord, 4-5 days, for pedestrians only. 1st Day. From Krokan to Holvik (see above) in 4 hrs.; row thence in

31/2 hrs. to Mjosstrand, and in 31/2-4 hrs. more to the upper end of the lake; walk in 1/2 hr. to Mogen (poor quarters). — 2nd Day (with guide to Eidfjord, 16 kr.). The path ascends towards the N.W. to the (6 Kil.) dijuesjø, a lake abounding in fish, passes several small tarns on the left, and crosses (20 Kil.) the Gjuvaa, a stream 1½-2 ft. deep. It next passes the (6 Kil.) Skarvand, and then three mountain-lakes on the left, where the soil is boggy and the scenery very desolate. Farther on we pass several more tarns on the left, and the Lagtjærn and Nordmands-Laagen on the right, the latter of which is well stocked with fish. Just beyond this lake we have to cross the Bessaelv, a considerable stream which falls into the lake, and here, after a laborious walk of 12-13 hrs., we spend the night in the Bessabu, a small stone hut which affords no accommodation of any kind. (It is, however, preferable, if possible, to spend the night in a fisherman's hut on the neck of land between the Lagtjærn and Nordmandslaagen). - 3rd Day. Our route continues to traverse wild and bleak mountain scenery, occasionally crossing snow, to (25 Kil.) Bærrasselen, a walk of 5-6 hrs., whence a good path leads in 2 hrs. to the (9 Kil.) Varingsfos, near which is the farmhouse of Hol, where if necessary the night may be spent. From Høl to Eidfjord 31/2-4 hrs.

#### From Kongsberg to the Hardanger Fjord through the Numedal.

This excursion takes 4-5 days. Of the three great routes (comp. pp. 78, 84) leading from E. Norway across the Fjeld to W. Norway, this is the least attractive. Fine scenery, however, is not altogether lacking. while the inhabitants have retained more of their primitive characteristics than those of Valders or the Hallingdal, and the interest of their country is enhanced by numerous traditions. A carriage-road with fast stations leads through the Numedal to *Brosterud* (138 Kil. or 85½ Eng. M.), from which driving is also practicable to Floten, 11 Kil. farther, beyond which the traveller must ride or walk.

The road follows the right bank of the Laagen, which descends from the Nordmands-Laagen in Hardanger (1500 ft.; see above). As far as Skjønne, where the Laagen and Opdalselv unite, the scenery is somewhat monotonous.

17 Kil. + Svennesund. Farther on we pass the church of Flesberg, situated on the left bank of the Laagen. The next stations are (14 Kil.) †Høimyr, (17 Kil.) †Alfstad, and (23 Kil.) †Helle, at the S. end of the Kravik-Fjord (868 ft.). The district between the church of Væglid and Skajem is picturesque. The road runs for 22 Kil. along the bank of the Kravikfjord and Nore-Fjord, which had better be traversed by boat, and passes many thriving farm-houses. One of the old buildings of Gaarden Kravik is said to date from the 12th century. The Nore-Kirke, on the W. bank of the Nore-Fjord, an old timber-built church now doomed to demolition, contains interesting paintings and inscriptions in a kind of hieroglyphics, the objects (eyes, ears, animals, the devil, etc.) themselves being represented. — The Eidsfjeld (4300 ft.), rising to the W., may be ascended from Nore in one day.

25 Kil. †Sævli lies at the N. end of the Nore-Fjord, and 3 Kil. farther is **Skjønne** (920 ft.), an ancient 'Tingsted', or place of assize, now belonging to the brothers *Torsten*, *Torgil*, and *Kettil*, who accommodate visitors at their farm.

From Skjønne across the Fjeld to Hol in the Hallingdal, 11/2-2 days. The bridle-path ascends rather steeply, skirting the Laagen, which rushes through its channel far below, and passing the Bygaarde, to the (11 Kil.) S. end of the Tunhøvd-Fjord (2550 ft.). At Hagu we take a boat and ascend the lake, being towed through several rapids, to the (22 Kil.) N. end. Then a steep ascent to Tunhøvd, a hill-farm, where good quarters for the night are obtained. Next day we cross monotonous 'Heier' (barren heights), skirting the Radungsvand (2790 ft.) and the base of the Sangerfield (3755 ft.), and passing several sæters, and at length reach Hol (Hammersbøen) in the Hallingdal (p. S3).

A little beyond Skjønne the road enters the Opdal, and the scenery becomes very picturesque. Within the next 8 Kil. (5 Engl. M.) the road ascends 600 ft. to the Fennebufjord (1525 ft.), at the W. end of which is (14 Kil.) †Liverud. Thence to (22 Kil.) †Brøsterud (2550 ft.) a continuous ascent through a somewhat monotonous region.

From Brøsterud to Hol in the Hallingdal a mountain-path leads in 1-11/2 days. It crosses a hill (3800 ft.) whence the Hallingskarv to the N.W. and the whole of the Jotunheim chain are visible, and then descends past the Vass and Høfde sæters to Kjønsaus in Dayalid (2750 ft.). We again cross the mountain to the Skurdal (2740 ft.; poor quarters), and then another height to the Ustadal, pass several farms, and reach Hammersbøen and Hol (p. 83).

For the journey across the mountain 'Vidder' ('widths', or 'expanses') to the Hardanger (100 Kil., a walk of two days at least) a guide should be engaged either at Brøsterud, or, if possible, lower down the valley (12 kr.), and a supply of provisions obtained. The route starts from the Floten (Flaata, or Nørstebo) farm, 14 Kil. to the N. of Brøsterud (good quarters), at first follows the sæter-path, and then traverses a lofty plateau (4000 ft.) commanding an extensive view in every direction. It passes the S. side of the Solheimsfjeld, the Skarsvand, and the Yigelidsæter; it then leads round the Høljebrøtefjeld to the Gjetsjø (Langvand), where the Laagen is crossed by boat, and to Hansbu (3380 ft.), a fisherman's hut at the E. end of the Langesjø, which affords poor quarters for the night (45 Kil. from Floten). - Next morning our route leads round the Rødhellerfjeld to the N.W. to the Holmetjern, and then, crossing the boundary between the Numedal and the Hallingdal Fogderi, and skirting the Svinta, reaches the Nubusætre (3600 ft.), on the Nybusjø, the first on the W. side of the fjeld (Vestenfjeldske Norge). Beyond this we generally follow the course of the Bjoreia, which lower down forms the Vøringsfos (p. 61), and cross snow-fields, brooks, and marshes. The path is marked by 'Varder', or signals, as far as Storlien, and thence to Maursat (2370 ft.) and Het it cannot be mistaken (comp. p. 83).

## 4. From Christiania to Odde. Thelemarken.

Comp. the Maps, pp. 20, 30.

THELEMARKEN, one of the most picturesque districts in Norway, extending from the vicinity of Kongsberg on the E. to the Haukeli-Sæter on the W., and from Kragerø on the S. to the Hardanger Vidder on the N., boasts of several beautiful lakes, a number of fine waterfalls, and much wild mountain scenery, but cannot compare in grandeur or variety with the W. coast of Norway. It is, however, now visited by large numbers of tourists. The inns have improved considerably of late years, and are now often really clean and comfortable; the charges are somewhat high. Many of the lakes afford excellent trout-fishing, so that, if the pursuit of angling be combined with the exploration of the scenery, several weeks might most pleasantly be devoted to this district alone. Some of the mountains and forests also afford good shooting. The following description embraces the two chief routes through the district from E. to W.

#### a. VIÂ KONGSBERG.

402 Kil. (250 Engl. M.). RAILWAY to Kongsberg, 98 Kil., see p. 19; carriage-road thence to the Haukeli-Sæter, 223 Kil.; road for part of the way, and then bridle-path, to Reldal, 28 Kil.; carriage-road to Odde, 53 Kil. — This fine route may be accomplished with tolerable ease in 5 days, but 8-10 days should, if possible, be devoted to the journey and the points of interest on the way. Travellers by this route desirous of seeing the Rjukanfos and of avoiding the rough route thence to Holvik, the Totakvand, and Jamsgaard (p. 23) may visit the waterfall from Lysthus, returning thither by the same route, in 2 days. The direct route may be conveniently divided into the following stages: — 1st Day. Railway to Kongsberg (dep. early in the morning, arr. about noon); drive to Landswærk (17 Kil. beyond Lysthus, the station for the digression to the Rjukanfos) in 8-9 hrs. — 2nd Day. Drive to Mogen in 10-12 hrs. — 3rd Day. Drive to Botten in 10-12 hrs. — 4th Day. Drive to Haukeli-Sæter in 21/2-3 hrs.; walk or ride to Røldal in 7-8 hrs. — 5th Day. Drive to Odde in 9-10 hrs. — The usual charge on this route for a horse and lorse and carriole is 15 ø. per kilomètre. The stations are all fast.

From Christiania to Kongsberg, and thence to Notodden (Furu-

heim) and the church of Hitterdal, see R. 3.

Pedestrians will be repaid by leaving the high-road 5 Kil. beyond Hitterdals-Kirke (p. 21), crossing the river, ascending the Himingen (3440ft.), an isolated, pyramidal hill which commands an admirable view in every direction, and descending thence to Mosebo (see below), a walk of 7-8 hrs. (guide desirable).

About 10 Kil. beyond Hitterdal the road to the Tinsjø (p. 22)

diverges to the right (N.), while our route leads to the W. to -

19 Kil. + Landsværk i Sauland (good station), 3 Kil. short of

the old station Mosebø. Picturesque scenery.

FROM MOSEBØ TO DALE in the Vestfjorddal, or Maanelv Valley (p. 23), 39 Kil. (24 Engl. M.). — Carriage-road to Bøen in the Tudal, 23 Kil. (14½ Engl. M.); thence by a sæterpath across the spurs of the Gausta and past the Langefondsæter to Dale in 4-5 hours. A long, but in many respects interesting day's journey. By sleeping at Bøen and starting very early next morning, we may ascend the Gausta on the way.

As we ascend the valley the scenery becomes wilder and more imposing. Passing the *Hjærsjø* on the left, we next stop at —

17 Kil. + Skeje i Hjærdal (poor station).

From this station the traveller may ascend the Vindegg (4890 ft.), which commands a magnificent survey of the Gausta and other mountains.

The route ascends in 2-3 hrs. past several picturesque waterfalls, the parsonage, the Fyrebovatn, and a number of sæters, to the Præstegaards-Seeter, from which the summit is reached in 2-3 hrs. more (guide desirable).

The road now ascends to the watershed between the Hjærdal and the Flatdal. Near the top of the hill (11 Kil.) a road diverges to the N.W. to (11 Kil.) Aamotsdal, whence paths lead to the Totakvand and Mjøsvand (p. 21), the former being about 40 Kil., the latter 50 Kil. from our present route. From Aamotsdal another path leads viâ Rækelid to (28 Kil.) Vaaer (p. 23). Our road turns towards the S. and descends by zigzags, commanding very striking views, to Flatdal, with its little church and sprinkling of farms, beyond which is the Flatdalsvand, with the Skorvefjeld (4440 ft.) rising in the background. Adjoining the lake is the Spaadomsnut, the falling of which into the water, according to local tradition, will be the prelude to the end of the world. The next station is -

25 Kil. † Moen i Siljord (good station), prettily situated on the Siljordsvand (400 ft.), a picturesque lake, 17 Kil. (10½ Engl. M.) in length, traversed 4-5 times weekly by a small steamboat. On the N.E. side of the lake rises the Lifjeld, on which two French aëronauts descended in 1870, having arrived in their balloon from

Paris in 15 hours.

FROM MOEN TO SKIEN, 87 Kil. (54 Engl. M.). The first stage may be performed by steamer. 14 Kil. + Telmes, 20 Kil. + Kleppen, 7 Kil. (pay for 14) + Søboden, where the Nordsjø steamer for Skien may be taken; 15 Kil. + Ulefos, 11 Kil. + Holtan, 13 Kil. (pay for 15) + Kloveland, 7 Kil. (pay for 10) + Skien (p. 33).

About 12 Kil. from Siljord we pass Brunkebergs-Kirke, near which a road diverges to the S. to (10 Kil.) Hvideseid, about 8 min. walk beyond which is the pier of the steamer plying on the Hvidesjø and Bandaksvand (p. 35). Our route now leads to the N.W. through the Morgedal, passing near several considerable lakes, abounding in trout. We next stop at (10 Kil. from the church) -

21 Kil. + Berge i Brunkeberg (poor station), and then cross a

range of hills of considerable height to -

14 Kil. + Mogen i Hoidalsmo (good station), near which a road diverges to the S. to (14 Kil.) Trisæt on the Bandaksvand (p. 35). In the vicinity are several lakes which are said to afford good fishing. A hilly but very picturesque bye-road leads hence towards the N. to (37 Kil.) Rauland on the imposing Totakvand (p. 23). — Our route continues in a straight direction, traversing a fine mountainous region.

23 Kil. + Mule i Vinje (1500 ft.; tolerable station), prettily situated at the E. end of the Vinievand.

From Mule to Næsland and Ravnejuvet, see p. 36.

From Mule, a somewhat hilly road ascends the N. bank of the lake for about 200 yds., passing several farms, amongst which is Jamsgaard (no station), where a carriage-road diverges to Kosthveit on the Totakvand (p. 23). - Our road descends abruptly to the church of Vinje, at the N.W. end of the Vinjevand. Here a

beautiful view is obtained of the Midtfjeld (4527 ft.) and of the Orm Eggen to the S.W. The road then crosses the Grungedals-Elv by a lofty bridge, and follows the right bank of the river towards the N., first passing through a pine-wood, and then ascending to the hamlet of Kringlegd. The Flaatsbunut on the Totakvand now comes into sight to the N., and remains in view during the remainder of the journey through the somewhat monotonous valley. We now cross the Elv by the Grungedalsbro, a sort of Norwegian 'Devil's Bridge', commanding a delightful view to the S. and W. Here the road is joined on the right by a footpath from Brunelid on the Totakvand (p. 23). A little farther on we reach the pretty Grungedalsvand (1590 ft.), on the N. bank of which is situated the station of—

22 Kil. Nylaend (poor; overcharges complained of). The next part of the route, skirting the green but shallow lake and affording a good view of the Grungedalsfjeld, is very picturesque. After passing the Church of Grungedal we reach the farms of Eilandt, where travellers in the reverse direction generally halt for 1/2 hr. (An uninteresting footpath leads hence to the N.W. end of the Totakvand.)

The road now follows the left bank of the Flaathøl-Elv. To the left (S.) we see the fine Vafos descending from the Langeidvand in a series of bold leaps. Near the farm of Kasti, to the right, the pines disappear. The route now ascends the dreary and almost entirely uninhabited valley, passing several Høl, or deep pools formed by the Elv after breaking through, in the form of waterfalls or rapids, the various rocky barriers thrown across its course. The largest of these waterfalls is named the Rjukanfos (comp. p. 23), the largest Høl the Ekelidhøl (2290 ft.). Continuing to ascend without intermission, we at last reach—

27 Kil. + Botten i Grungedal (2590 ft.; good station), situated on the pretty Voxlivand and commanding a good view of the Grovhoved, Simlenuten, and Haukelifjeld.

FROM BOTTEN TO STAVANGER. Good walkers (for the path is almost too rough for riding) may here diverge to the S.W. to (45 Kil.) Jordbrække, a walk of 14-16 hrs., and (7 Kil.) Roaldkvam on the Suledalsvand. From Roaldkvam to Stavanger via Hylen or Sand, see pp. 47-49.

Beyond Botten the road at first skirts the Voxlivand, passing the farm of Voxli on the right, and then the Arrebuvand and the Evenbuvand. The district traversed is deserted and monotonous, a few old and dying pines being almost the only objects to attract the eye. Farther on the road runs more to the right, on the hill, and reaches a point commanding a fine \*View of the mountains to the W.: to the left Vasdalseygen (5765 ft.), then Kistebunuten, the Kællevasheia, the Sveien, and to the right, the Storefond. Below us, to the left, lies the Kjælavand (2940 ft.), to the S. of which rises the Kjælatind. The trees now entirely disappear. The road now traverses the high-lying plateau to—

17 Kil. (pay for 22) Haukeli-Sæter (3720 ft.; good accommodation).

Guide to Røldal 4 kr., necessary as far as Tarjebudal (p. 30) only. Horse with guide (and side-saddle if required) 6 kr.; for a heavy portmanteau a second horse must be engaged; trunks cannot be taken. Stolkjærre to the Fjeld 15 ö. per kilomètre. The tariff from Tarjebudal to Røldal is the same, but carrioles cannot be obtained unless ordered by 'forbud'.

The Haukeli-Sæter is a fjeldgaard at the E. end of the Staavand, occupied throughout the year. It lies in the midst of most imposing scenery, and commands an unimpeded view of the abovenamed mountains of the fjeld, with the exception of the Storefond. The peaks and even some parts of the plateau remain covered with snow as late as August. — Comp. the Map, p. 52.

The present route from the Haukeli-Sæter to Røldal (28 Kil.) is somewhat rough and fatiguing, but a new road across the Haukelifjeld is now in progress and will be finished in 1884. The scenery, particularly on the first part of the route, is impressive if not exactly picturesque. The cube-shaped mountains fall away abruptly on all sides, and their bases are surrounded with desolate 'Ures' (fallen stones); the plateau is covered with snow. The deep and narrow side-valleys lead on the N. to the lonely Sæters of the Hardangervidde, where herds of reindeer are kept, a landscape of great grandeur but bleak and desolate in the extreme.

The new road leads from the Haukeli-Sæter towards the N. W., skirting the Staavand, as far as the bridge over the outflow of the Ullevaa-Vatten (3100 ft.), where the Nupsfos descends from the N. To the left rise the lofty mountains of the fjeld, to the right is the Store Fond, with the Nups Eggen (5695 ft.). At the bridge we quit the Bratsbergsamt and enter the Bergenhusamt; the following sæters, although situated on the E. side of the fjeld, consequently belong to Røldal. Pedestrians and riders cross the bridge and follow the 'strong' sæter path on the S. bank of the Ullevaa-Vatten, leaving the Ullevaa-Sæter to the left. The carriage-road remains on the N. bank of the lake, and unites with the bridle-path at its W. end. The scene is one of wild and lonely grandeur: to the right the steep sides of the Storefond, to the left the Sveien, in front of us the Stafsnuten, to the right of the latter the Rekkingsnuten and the Midtdürrnstene.

About 8 Kil. from the Haukeli-Sæter the path ascends in steep zigzags to the ( $^{1}/_{2}$  hr.) pass of **Dyreskard**, the highest point of which lies 3720 ft. above the sea. At the top there is generally a good deal of snow, forming the so-called *Dyre Fond*. The path now turns to the S., passing after 20 min. a *Refuge Hut*, on the right, at the base of the dark Stafsnuten. We then descend by a stony path to the green and solitary *Oistenvatten*, the N. bank of which we then skirt (10 min.). The N.W. side of the Kallevasheia now comes into sight on the left. — We follow a W. direction and in 20 min, reach the —

GRYTING.

Midtlæger-Sæter, a small earthen hut on a lake, where a halt is usually made for resting (milk, bread, etc.). The scenery is monotonous. In 1/2 hr. more we pass the Svandalsflagene, a lonely sæter-house at the foot of the Stafsnuten, to be made a skyds station on the completion of the road. To the left, farther on, are several small tarns, above which rises the jagged Rensnuten; to the W., in the distance, the snow-clad Horreheia. The river flowing hence towards the S. forms the Navlefos lower down (see below). Crossing a hill called Staven, we now descend gradually to the Risbo-Elv, with the Ormefald sæter to the right.

At this point the CARRIAGE ROAD recommences, crossing the stream and descending the Tarjebudal. The scenery becomes more interesting, and from the hill above the Valdal a fine view is obtained of the valley, the blue lake of Roldal, and the Horreheia. The road now descends to the Valdal, crosses the stream, and follows the right bank. (The old bridle-path along the ridge is shorter but not to be recommended.) At the farm of Stohovden (to the right) we enjoy an admirable view of the Navletos (to the left), above which lie several sæters. We now soon reach the beautiful Røldal with its numerous farms. The lake, with the interesting old church at the N. end and the Holmenuten and Roldalsaaten (4100 ft.) rising to the S.W., forms a very attractive picture.

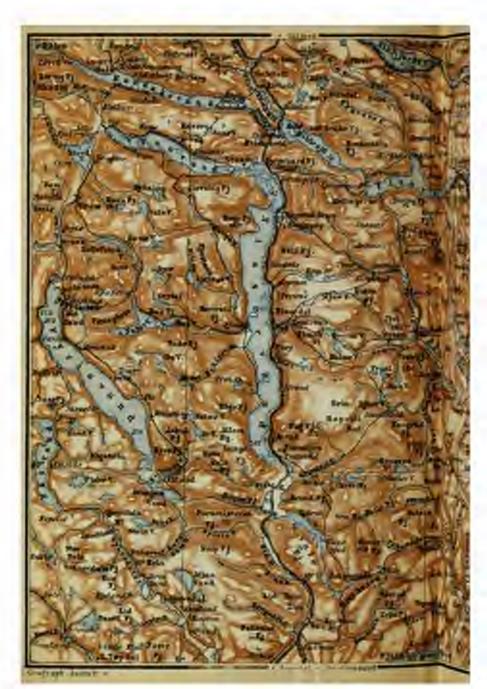
28 Kil. + Gryting i Roldal (good quarters; accommodation also at Hagen's, the Lensmand) lies at the N. end of the small Roldalsvand (6 Eng. M. in length), surrounded by precipitous

mountains. Near it is an old 'Stavekirke' (p. 22).

FROM Røldal to Stavanger. We row to Botten at the S. end of the lake, and then ride across the field to (23 Kil.) Næs on the Suledalsvand,

whence Stavanger is easily reached (see p. 48).

The new road to Odde crosses the Tufte-Elv, skirts the N.W. bank of the lake to Horre, and then ascends gradually, through interesting scenery, by a series of interminable windings known as the Horrebrakkene, which the pedestrian can considerably abbreviate. The Botten-Sater is passed on the left. To the right rises the precipitous Horreheia, to the left the Elgersheia. Fine retrospect of the Roldalsvand and the Bredfond and other mountains to the E. At the top of the lonely plateau (3300 ft.), the road passes several small tarns. A little farther on the view of the W. part of the field begins to disclose itself, increasing in extent and grandeur as we descend the \*\*Gorsvingane. Deep below us lies the narrow Gorsbotn, surrounded with precipitous mountains and enclosing the dark-blue Gorsvatten, with a waterfall at one end. Beyond this valley lies the extensive district of Odde, with the snow-fields of the flat Folgefond (p. 53), many miles in length. The whole scene is one of great grandeur and peculiarly Norwegian in style. The old bridle-path runs parallel with the Gorsvingane, on the other side of the brook, which is crossed by several snow-bridges. Farther on it changes its name to the Hedsten-Elv. On arriving at the





lower end of the Gorsvatten (2800 ft.), we pass through a kind of rocky gate, beyond which the whole landscape above described is seen before us as in a map. We then proceed in easy windings, passing the Svaagen and the Hedstensnuten on the right, to an uninteresting green plateau, on which lies -

28 Kil. Seljestad (2070 ft.; unpretending quarters). Farther on the road crosses the Elv, which soon after forms the Hesteklevfos (worth alighting to see), and then descends circuitously by the Hesteklev, which is continued by the \*Seljestadjuvet, a deep and formerly dangerous ravine. Fine views at every point of the Folgefond and the mountains of Odde. We again cross the Elv and follow the right bank. The Joseph on the left, to the right are the houses of Skare (p. 65).

The road descends the valley and leads by Hildal (8 Kil.; p. 10) to Odde (65 Kil.), see pp. 64, 65.

#### b. VIÂ SKIEN.

This route generally takes 6 days, but under favourable circumstances may be completed in less. — 1st Day. From Christiania to Skien either by steamboat the whole way (4 times weekly; Sun., Tues., Thurs., and Frid.) in 11-12 hrs. (200 Kil. or 124 Eng. M.; fares 12 or 8 kr.); or by railway to Laurvik (158 Kil. or 98 M.; fares 7 kr. 15, 4 kr. 75 ö.) in 5-63/4 hrs., to Lawvik (158 Kil. or 98 M.; fares 7 kr. 15, 4 kr. 75 ö.) in 5 63/4 hrs., and thence by steamer (leaving Laurvik in the afternoon) to Skien. The railway is now being prolonged to (203 Kil.) Skien. — 2nd Day. From Skien to Ulefos by steamer in 21/2 hrs. (daily except Sun.; fare 2 kr.) and drive to Strængen in 3 hrs. — 3rd Day. From Strængen to Trisæt by the steamer 'Thelemarken' on the Flaa, Hvideseid, and Bandak Lakes (daily except Sun. and Frid.) in 5 hrs.; drive from Trisæt to Mogen in 13/4 hr. — 4th, 5th, and 6th Days, as in Route a.

Instead of driving from Trisæt to Mogen the traveller may take the pleasanter route vià Dale and Rawnejuvet to Mule (also recommended as a special excursion), but in this case he must restrict his luggage to the smallest possible dimensions.

smallest possible dimensions.

From Christiania to (53 Kil.) Drammen, see R. 2. The railway ('Jarlsbergbane') from Drammen to Laurvik and Skien runs to the S.W. past the suburb of Tangen and then ascends, at a considerable gradient (1:80), the Kobberviksdal, the highest point of which is reached at (62 Kil.) Skouger. - 69 Kil. Galleberg.

73 Kil. (45 Engl. M.) Sande, with the church of the same name, situated near the Sandefjord or Sandesognfjord, of which a fine view is obtained to the left. The next part of the line skirts the fjord.

86 Kil. (531/2 Engl. M.) Holmestrand (Hôtel du Nord; Vesman's), a sea-bathing-place with 2200 inhab., situated at the foot of a steep porphyry cliff. The train now leaves the coast for a little. 96 Kil. Nykirke. 100 Kil. Skopum, near the Borrevand; branch-line hence to Borre and (3 Kil.) Horten (see p. 37).

103 Kil. (64 M.) Angedal. 109 Kil. Barkaker. To the right we see the château of Jarlsberg. The train then passes through a short tunnel and reaches -

115 Kil. (71 M.) Tønsberg (Schnurbusch's Hôtel; Victoria), a

town with 5700 inhab., and the oldest in Norway, dating from the time of Harald Haarfagre. This is the headquarters of Sven Foun (see p. 264) and a number of hardy Arctic mariners residing chiefly in the islands of Notters and Tjoms to the S. of the town, who man the fleet of about fifty whalers and seal-hunting vessels of considerable size (one-third of them being steamers) which annually starts from this port. The hill above the town, formerly crowned by a castle and now penetrated by the above-mentioned railway tunnel, commands a beautiful view.

The line does not extend any farther in this direction, and the train backs out of the station and returns for 7 Kil. in the direction from which it came. At (121 Kil.) Sem or Semb it crosses the Oulie-Elv. 128 Kil. Stokke, 135 Kil. Raastad.

139 Kil. (86 M.) Sandefjord (Hôtel Kong Karl; Heidemark's Hôtel; Johnsen's Hôtel), a favourite, but somewhat expensive watering-place with 2500 inhab., prettily situated on the fjord of the same name. It stands in regular steamboat communication with Christiania. The sea here in summer swarms with medusae ('maneter'), which make not altogether desirable addition to the pleasures of bathing, but are said to exercise a beneficial effect in certain ailments. Mud-baths and sulphur baths are also employed here. - The Jattegryder near Aasen are very interesting; the largest is upwards of 20 ft. deep. Other giant-caldrons of a similar kind at the (6 Kil.) Vindalsbugt may be visited by boat. - The whole district between Tønsberg and Laurvik is replete with historical interest. At Hiertness, where there are several Bauta Stones, the large Viking ship now exhibited at Christiania was dug up.

144 Kil. (891/2 M.) Joberg, in the midst of a well-wooded district. 149 Kil. Tjødling, commanding a view of the Laurviksfjord as far as Fredriksværn. In the vicinity is the hamlet of Koupang, perhaps the old historical Skiringssal. The train now crosses the Laagen (p. 24), which descends from the Numedal, by a bridge 550 ft. in length, with five arches. It then traverses the suburb

of Thorstrand, passes through a tunnel, and reaches — 158 Kil. (98 M.) Laurvik. — Hotels. 'LAURVIK'S HOTEL, 5 min. to the W. of the harbour, on the Faris-Elv, R. 1 kr. 60 g.; Hansens, in the Torv; rooms may also be obtained in the Festivitätslokal.

Bath Establishment, at the harbour, near Laurvik's Hotel, with good sulphur, mud, and warm salt-water baths (80 s.), and a sulphureous drinking-spring. 'Kurpenge', or visitors' tax, for baths, physician, and spring, 20 kr. per week, for a stay of more than a month 15 kr. per week.

— Sea-Baths, to the W. of the harbour.

Laurvik or Larvik, formerly the capital of the county of that name, is finely situated near the mouth of the Laagen or Lougen in the Laurrikfjord, and is a pleasant place for a short residence. With the suburbs of Langestrand to the W. and Thorstrand to the E. it contains 8000 inhabitants.

The station lies close to the harbour, which the railway skirts. A pleasant walk may be taken along the wharfs. Proceeding towards the E., we reach, on the right, the Laurviks Kirke, which commands a fine view of the fjord, or in a straight direction, beyond the prison, the Herrgottsbakken. To the W., the bridge crosses to the suburb of Langestrand; it is, however, better to turn to the N. before reaching the bridge and follow the principal street, passing a weir, to the (10 min.) Farisvand. The outflow of this lake affords the motive power for the Fritze saw-mills, and several other manufactories. We then return to the above-mentioned weir, ascend to the left to the town itself, and proceed towards the N. to the (1/4 hr.) \*Bøgeskog, a fine beech-plantation, commanding a beautiful view, especially by evening light (cafe; best point of view at the W. end of the ridge traversing the park). The direct way from the harbour to the Bogeskog passes the Brandvagt on the left.

A steamer plies thrice weekly from Laurvik viâ Jønsberg to Fredrikstad (p. 273), affording the quickest route for reaching Sweden.

The steamer from Laurvik to Skien follows the route via Langesund described at p. 38. — The railway (now approaching completion) crosses the Faris-Elv, and skirts the W. bank of the picturesque Farisvand. 169 Kil. Tjose; 181 Kil. Aaklangen, on the small lake of that name. The train now turns to the S., passing several lakes. 188 Kil. Birkedaten; 191 Kil. Eidanger on the Eidanger-Fjord. The line then proceeds towards the W. to —

195 Kil. (121 Engl. M.) Porsgrund (Stiansen's Hotel), a town of 8600 inhab., situated on both sides of the Skiens-Elv, which descends from the Nordsjø and here enters a bay of the Friersfjord. The harbour generally contains some large English and American vessels, taking in cargoes of ice from the 'Ishuse' at Traag.

Beyond Porsgrund the train ascends the left bank of the broad Skiens-Elv to -

203 Kil. (125 Engl. M.) Skien. - Hotels. \*HOYER'S HOTEL, at the pier of the southward-bound steamers, R. 21/2, B. 1, S. 21/2 kr.; Skiens HOTEL.

Steamers. The steamers for Thelemarken (to the N.W.) start from the dam to the N. of the Damfos: to *Ulefos* and *Tangen i Hitterdal* daily except Sun., in  $2^{1/2}$  and  $5^{1/2}$  hrs. (fares 2 and  $3^{1/2}$  kr.). Those for the S. (Porsgrund, Langesund, Christiania) ply 4 times weekly, starting from the pier opposite Skiens Hotel, about 1/2 M. (Engl.) from the other steamboat-quay.

Skien (pron. Shane), a town with 5460 inhab., the ancient Skida, dates originally from the 14th cent., but in consequence of repeated fires now consists of modern wooden houses. The church was erected in 1777. Between the two steamboat piers are the Klosterfos and the Damfos, two waterfalls of great volume, which are crossed by bridges. On a small island between the falls formerly stood the nunnery of Gimsø, founded in 1110. On the steep Bratsbergklev, to the E. of the town, are the ruins of the (1/2 hr.)Bratsberg Chapel, belonging to the adjacent Bratsberg-Gaard, which has given its name to the entire district (fine view).

The steamer for Ulefos ascends the Skiens-Elv, passing through the three curious locks of Loveid, and after 1 hr. enters the Nordsio

ULEFOS.

(50 ft. above the sea), a picturesque lake about 45 Kil. or 28 Engl. M. in length. To the right in the rocky bank, at a height of about 200 ft. above the surface of the water, is the Mikalshule, or Michael's cave, which may be visited by boat from Løveid. Religious services were held in it in former times. In about 1 hr. after entering the lake the steamer reaches ---

28 Kil. Ulefos (\*Peer Jensen's Inn, near the saw-mills to the right), picturesquely situated on the W. bank of the lake, with numerous castellated villas and gardens belonging to the rich mannfacturers of the district. The skyds-station (no quarters) is at Holden on the S. bank of the Sogna (small boat 10-20 e.), which descends from the great Thelemarken lakes and here enters the Nordsjø. About 1 Engl. M. above the village this little river forms the magnificent fall of Ulefos, which affords the motive power for numerous iron-works and saw-mills. To the S. is the church of Holden, to the N. the deserted church of Romenæs, on the headland of that name.

Travellers for the HITTERDAL and the RJUKANFOS do not disembark at Travellers for the HITTERDAL and the KJUKANFOS do not disembark at Ulefos, but go on with the steamer, passing the Romenæs, to Grarvel and (1½ hr.) Akershougen. [From here we may drive viã (6 Kil.) Soboden to (24 Kil.) Telnæs, at the S. end of the Siljordsvand, comp. p. 27.] The steamer then proceeds to the N. end of the Nordsjø, where the scenery is finer than at the S. end, and enters the Sauerelv, a river connecting the Nordsjø with the Hitterdalsvand (60 ft.), another picturesque lake, 16 Kil. in length. The steamer here touches at Bolvig, Hjukse (Juxe), and Notodden (p. 21), and in about 6 hrs. after leaving Skien reaches Tungen (5 Kil. from the church of Hitterdal. n. 21).

(5 Kil. from the church of Hitterdal, p. 21).

From Holden (Ulefos) we now drive (17-25 ø. per Kil.; to Strængen 3 kr.) through a fertile and uninteresting district, occasionally enjoying a view of the Lifield (p. 27) to the N., to (11 Kil.) Lundefaret, opposite which is the church of Lunde. Beyond this point the road leads along the Sogna to (11 Kil.) Strangen (tolerable quarters), at the E. end of the Flaavand, which we traverse by steamer. The rate of speed is at first very slow, on account of the vast quantities of timber floated down from the forests and massed round the outflow of the lake. The eland is still found in the forests on the banks. On reaching the W. end of the lake (17 Kil. from Strængen) the steamer enters the narrow Figagesund, which is bordered on the N. by the precipitous Ostnafjeld, and on the S. by terraces of alluvial formation sprinkled with numerous farms, and soon reaches the Hvidesje (185 ft. above the sea). The scenery now becomes finer: to the right the Kuskreia, the abrupt S. slope of the Brakedalsfield; to the left, in the distance, the Roboltfjeld (3345 ft.), and to the W., near the Bandaksvand, the peak of the Rauberg. At the upper end of the lake lies the wooded island of Buke, and on the W. bank is the village of Hvideseid. The steamer, however, first enters the Sundkilen, a small lake connected with the Hvidesjø by a shallow sound, calls at Kirkebe at its W. end, and then returns to the Hvidesjø, rounds the Spjosodd, and stops at Hvideseid.

FROM HVIDESEID TO TVEDESTRAND (152 Kil. or 94 Engl. M.) or ARENDAL (161 Kil. or 100 Engl. M.). This is the least interesting of the three principal routes by which Thelemarken may be entered or quitted, but is by no means devoid of attraction. The road ascends rapidly, and then descends to (7 Kil.) † Strand i Vraadal, a little to the W. of which lies the Vraawand (see below). Our route now turns to the S. and skirts the E. bank of the Nisservand (795 ft.), a fine sheet of water, 40 Kil. long, affording good trout-fishing. The next two stages may be performed by the small steamer which plies on the lake. The following stations are (23 Kil.) Tret i Nissedal, (23 Kil.) Tretsund i Nissedal, (23 Kil.) &y, (15 Kil.) Neergaarden (fair station), (14 Kil.) Simonstad i Aamlid, (15 Kil.) Uberg, (15 Kil.) Trede, (6 Kil.) Tredestrand (p. 38). From Tvedestrand one steamer weekly runs direct to Christiania (in 15 hrs.), and one weekly to Christiansand (7 hrs.), while small steamers ply almost daily to the Dyngø and the Borø in correspondence with the larger coasting steamers to Christiania, Christiansand, and Bergen. The traveller bound for Christiansand will, however, find it preferable to drive direct from Uberg (see above) to (20 Kil.) Brække and (10 Kil., pay for 13) Arendal (p. 38), whence a small steamer runs every morning, except Mondays, to Christiansand (in 6 hrs.), while the larger coasting steamers also touch here, conveying passengers daily to Christiansand and to Christiania.

Beyond Hvideseid the steamer passes through the beautiful Skarpströmmen canal, connecting the Hvidesjø with the picturesque \*Bandaksvand (225 ft.), a lake 24 Engl. M. in length, enclosed by imposing mountains of considerable height, and well stocked with trout and other fish. The sharp peaks and ridges on the N. bank assume various fantastic forms, to which appropriate names have been attached. The first view of these mountains, after the station of Apalstø (right) and the Bandaksø (left) have been passed, is very imposing, but afterwards the lake becomes somewhat monotonous. The W. end, however, is enclosed by another fine group of mountains. On the N. bank, a little more than halfway up the lake, lies †Trisæt (\*Station; Sanatorium), with the church of Laurdal, beautifully situated amidst rich vegetation which contrasts admirably with the frowning mountains we have just passed.

Landing here  $1^{1}/2$  hr. after leaving Hvideseid, we drive (15  $\sigma$ . per Kil.) through fine scenery to (14 Kil.) Mogen i Hoidalsmo, where we join the high-road from Kongsberg to the Hardanger (p. 27).

On the Bandaksvand, opposite to Trisæt, and 3 Kil. distant from it, is Bandakslid, whence the hill is crossed by a series of very remarkable zigzags to the (8 Kil.) Vraavand (850 ft.), which is connected by a river with the Stredvand, a lake lying 300 ft. higher. Not far from the road this river forms a picturesque fall, known as the \*Lille Rjukanfos. Farther on (17 Kil. from Bandakslid) is Haugene, beyond which are Veum and (23 Kil.) Moland, on the Fyrisvand (28 Kil. in length), on which a small steamboat plies. Between Veum and Moland the Bispevei diverges to the W. to (56 Kil.) Valle in the Sætersdal (p. 41), a very rough walk of 12-13 hrs.

Instead of quitting the steamer at Trisæt, we may go on to  $(1^{1}/_{2} \text{hr.})$  Dalen (Tokedalen's Hotel, by the pier; Inn in Dalen itself, 1 Engl. M. from the lake), at the upper end of the Bandaksyand.

Dalen is the starting-point for a visit to the Ravnejuvet (3-4 hrs., there and back 7 hrs.; guide scarcely necessary; horse there and back, or by the Ravnejuvet to Næsland 4 kr., with fee of 1 kr.). The fine new road ascends to the N. in zigzags, along a rocky wall

1500-2000 ft. high. Below us are woods of beeches and oaks, above us pines and firs. Fine view of the lake and of the Botnedal to the W. After 1-1½ hr. we reach the top, and then proceed by a good and level road to the village of (½ hr.) Eidsborg (2300 ft.), where a manganese quarry and an ancient timber-built church (1242) are objects of interest. The road ceases here, and a bridle-path ascends the steep Eidsborgaasen. On reaching the top it descends on the other side, amid rocks and forests, to the Molands-Sæter (milk). A tablet here indicates the way to \*Ravnejuvet or Ravnedjupet, a perpendicular rock, about 1000 ft. in height, overhanging the turbulent Tokeelv, and commanding a fine view of the Libygfjeld and the district of Næsland. A strong current of air constantly streams upwards from the ravine, so that light objects thrown from the top of the rock do not fall but are blown back over the edge. A pavilion has been erected here in memory of the visit of King Oscar in 1879.

Travellers encumbered with much luggage must return from Dalen to Trisæt. Riders and pedestrians may, however, proceed from Ravnejuvet direct to Næsland and Mule. The path at first leads through dense forests, and afterwards descends rapidly and crosses the Tokeelv. In 1-11/4 hr. we reach the village of Næsland, where good accommodation may be obtained at the gaard of Sandok. Horses may also usually be procured here, but carrioles seldom. In the vicinity is the gaard of Gjelhus, with an old 'Stabbur' said to date from 1115. The hilly road now leads through lonely forests. From the higher points we obtain a view of the Vehusjærvingen (4508 ft.) to the S.E. At the foot of this mountain is the Hyllandsfos, formed by the Tokeelv, which descends from the Totakvand. After passing the Groven gaard and crossing the Vinje-Elv we reach the great Thelemarken high-road, which leads to Mule i Vinje (10 Kil. from Næsland); comp. p. 27.

### 5. From Christiania to Christiansand.

STEAMBOATS (comp. 'Norges Communicationer'). About twelve steamers start weekly from Christiania for Christiansand, a distance of 39 Norwegian nautical miles (156 Engl. M.), performing the voyage in 16-30 hrs., according to circumstances. The larger steamers, bound for Bergen, Throndhjem, and the North, touch between Christiania and Christiansand only at Arendal and Laurvik, while others touch at fourteen or fifteen intermediate stations. The traveller who proposes to break his journey at any station between these two towns may perform the first part of it by one of the small coasting steamers plying to Drebak (daily), Holmestrand (daily), Moss (almost daily), Tonsberg (almost daily), Sandefjord (4 times a week), or to Porsgrund and Skien (4 times a week). The smaller vessels, which touch at numerous stations, ply almost exclusively 'indenskjærs', i.e. within the Skjærgaard, or belt of islands which flanks almost every part of the Norwegian coast, where the water is perfectly smooth, while the course of the larger steamers is 'udenskjærs', or outside the islands, where the sea is often rough. The traveller may, therefore, if he prefer it, perform nearly the whole voyage to Christiansand in smooth water, with the additional advantage of getting occasional glimpses at some of the picturesque coast-towns. — The usual cabin fare is 40 \$\psi\$, per Norwegian nautical mile, steerage 25 \$\psi\$, per mile. Most of the steamers have good restaurants on board (breakfast or supper about 1½, dinner 2 kr.), and good, though limited sleeping accommodation (steward's fee discretionary). — Distances from Christiania are given approximately in Norwegian seamiles, one of which is equal to 4 English miles.

The \*Christiania Fjord, a very picturesque arm of the sea,

about 50 English miles in length, and enlivened with frequent steamboats and sailing vessels, is bounded by banks of moderate height, which are studded with pleasant looking country-houses, villages, and towns. The steamer starts from the Biervik on the E. side of Christiania (p. 4), steers between the islands of Bleke and Græsholm, commanding to the left a fine view of the beautiful Bundefjord with its numerous country-houses, and between the Linds and Hoveds (on the right, with interesting strata of slate). and describes a circuit round the town. On the right rises the picturesque château of Oscarshall (p. 19), and to the left (S.) projects the promontory of Næsoddtangen, which separates the Bundefjord from the main fjord of which it is a branch. To the right, a little farther on, lies Sandviken (p. 13), ensconced behind a number of islands. The vessel now steers due S., and the beautiful city is soon lost to view. Looking back from this part of the fjord, we obtain a view of the Kolsaas, the Skogumsaas, and to the W. the Vardekolle, three porphyry hills well known to geologists (p. 14). Several islands are passed, and the fjord gradually contracts to a passage barely 700 yds. in width.

4 M. (26 Kil.) Drøbak (two hotels), with 1700 inhab., carries on a considerable traffic in timber and ice. The latter is obtained from a small lake in the neighbourhood, and is exported to England as 'Wenham Lake ice'. In winter, when the upper part of the fjord is blocked with ice, the navigation frequently remains open up to this point. Opposite the town is the small fortified island of Kaholm, with the Oscarsborg, to the W. of which (on the right) is the peninsula of Hudrum. On the latter lies Slottet, a postingstation, from which a hilly road leads to Svelvig on the Drammensfiord. Drebak and the next stations Hvidsten (500 inhab.) and Soon (700 inhab.) are frequently visited for the sake of the seabathing. Opposite Soon, on the W. bank of the fjord, which now expands to a considerable width, and from which the Drammensfjord diverges here to the N., lies Holmestrand, see p. 31. Beyond Soon the small steamers usually steer to the S., through the strait and canal which separate the Gielle from the E, bank of the fjord, to -

8 M. (52 Kil.) Moss (Reinsch's Hotel; Moss Hotel; Hôtel Skøien, by the bridge), a small town and sea-bathing place, with 4800 inhab., where the treaty which terminated the war between Norway and Sweden was signed on 14th Aug. 1814. Opposite Moss, on the W. bank of the fjord, is —

8 M. (52 Kil.) Horten (two hotels), or Karl-Johansværn, with 6000 inhab., prettily situated, the headquarters of the Norwegian fleet. The rich vegetation of the upper part of the fjord is now left behind, and the coast becomes more bleak and rocky. A little to the S. of Horten lies Aasgaardstrand, beyond which is—

10 M. (64 Kil.) Valle, a small town with a large pasteboard-manufactory, where the larger coasting steamers touch frequently.

We next pass through the Tonsbergs Canal to Tonsberg (p. 31). — Beyond Tonsberg our route passes the Nottero and Tjomo, to the S.E. of which rises the lofty Lille Farder Lighthouse, which marks the entrance to the Christiania Fjord. The steamer then rounds the promontory of Tonsbergs Tonde, which has gained an unpleasant notoriety as the scene of numerous shipwecks, and passes the mouth of the Sandefjord, at the head of which lies the small town of Sandefjord (p. 32).

17 M. (108 Kil.) Laurvik, see p. 32. The steamer then steers to the S. to Fredriksværn, at the mouth of the Laurvikfjord, with about 1200 inhab. and formerly the station of the Norwegian fleet.

— Crossing the mouth of the Langesunds-Fjord, which is unpro-

tected by islands, the steamer next stops at -

19 M. (121 Kil.) Langesund (Inn), with 1100 inhab., which lies at the entrance to an important water-highway leading into the heart of Thelemarken.

FROM LANGESUND TO PORSGRUND AND SKIEN, 29 Kil. (18 Engl. M.), steamboat daily in 3 hrs. — About ½ hr. after leaving Langesund we reach Brevik (Johnsen's Hotel), a small town with 2300 inhab., charmingly situated at the S.E. extremity of the rocky peninsula that separates the Eidangerfjord from the Friersfjord. Opposite, to the S., lies the little town of Stathelle. Our route then traverses the Friersfjord to (3/1 hr.) Porsgrund (p. 33) and ascends the Skienselv to (3/4 hr.) Skien (p. 33).

After leaving Langesund the course of the steamer is unprotected by islands for some distance. The smaller steamers then pass through the \*Langesunds-Kreppa(i.e.'strait'), or Langaarsund, a very narrow channel between lofty and picturesque rocks, while the larger vessels steer through a wider passage inside the island of Jomfruland, on which stands a lighthouse.

22 M. (141 Kil.) Kragers (Hotel Hamburg; Germania; Kragers Hotel), with 4800 inhab., situated on a peninsula opposite the small island of that name, carries on a considerable trade in timber, iron-ore, apatite, ice, and oysters. In the neighbouring island of Langs are iron-mines of some value, and near Kragers are extensive deposits of apatite, a mineral consisting chiefly of phosphate of lime, largely used by manufacturers of artificial manures.

Between Kragerø and Risøer the coast is unprotected by islands. 24 M. (153 Kil.) Øster-Risøer (Gade's Hotel), with 2600 inhab., is another small trading town. The islands again become more numerous. Some of the steamers next touch at Borøen, an island 3 M. from Risøer, and others at (28 M.) Dyngøen or Haven, about 1 M. farther, from which a small steamer runs frequently to Tvedestrand (1-11/2) hr.; see below).

Beyond Haven, a prettily situated place, the steamer enters the Tromosund, a strait between the mainland and the considerable island of Tromo, and soon enters the excellent harbour of —

30 M. (191 Kil.) Arendal (\*Schnurbusch's Hotel; Sørensen's), a ship-building and trading town of considerable importance (4500 in-hab.), prettily situated near the mouth of the Nidelv, and possessing

one of the largest commercial fleets in Norway. At the countryhouse of Tangen, belonging to Consul Kellevig, is a large magnolia, which blossoms every summer.

One of the chief approaches to THELEMARKEN is by the road leading from Arendal viâ Tvedestrand (p. 38) and Risland (49 Kil., 30 Engl. M.) to the Nisservand (comp. p. 35). Another road leads direct to Rustdalen, whence we cross the Nelougvand to Simonstad and proceed thence to Risland (40 Kil. or 25 Engl. M.).

Soon after leaving Arendal the steamer traverses the Galtesund, between the Trome and the Hise, and passes the two light-

houses known as Torúngerne. The next stations are -

33 M. Grimstad (Møller's Hotel), with 1780 inhab., and -

35 M. (223 Kil.) Lillesand (Guldbrandsen), with 1420 inhab.

39 M. (249 Kil.) Christiansand (see below).

#### 6. Christiansand and Environs. The Sætersdal.

Hotels. Ernst's Hotel, Strandgade, close to the steamboat-pier and the custom-house (German landlord), D. 2 kr. 40 ø.; \*Britannia, at the corner of the Markedsgade and Dronningensgade, 4 min. from the landingplace, more reasonable; Skandinavia, Dronningensgade, nearly opposite the Britannia, small and unpretending.

Boat to or from the steamboats, the larger of which do not lay to at the pier, 13 g. for each person, 7 g. for each trunk.

PORTERAGE from the landing-place to the custom-house 20 ø. for each trunk; from the custom-house, or from the landing-place, to one of the three hotels, 33 ø. for each trunk.

POST AND TELEGRAPH OFFICE in the Strandgade, 5 min. from the hotels. SEA BATHS adjoining the Otterø, a small island at the E. end of the Strandgade (ferry 3 ø.), reserved for ladies 10-12 a.m. (bath 40 ø.). Warm and Shower Baths adjoining the public gardens, near the church (40-60 ø.).

STEAMERS to Christiania daily, to Stavanger and Bergen almost daily, to Throndhjem 4 times weekly, to Tromsø 3 times, to Hammerfest twice, and to the North Cape, Vardø, and Vadsø once weekly. Also to Gothenburg fortnightly, to Fredrikshavn in Denmark 3 times weekly, to Copenhagen weekly, to Hamburg twice weekly, to London fortnightly, to Hull weekly, and to Leith fortnightly. Small local steamers ply daily to Ronene

and Boen on the Topdalselv, and to Mosby on the Otteraa.

Christiansand, with 12,000 inhab., the largest town on the S. coast of Norway and the residence of a bishop, is beautifully situated at the mouth of the Otteraa, or Torrisdalselv, on the Christiansand Fjord, the prolongation of which, running inland towards the N., is called the Topdalsfjord. The town is named after Christian IV., by whom it was founded in 1641. It possesses an excellent harbour, at which all the coasting steamers and others from England, Germany, and Denmark touch regularly. The broad and regular streets with their low, timber-built houses present an exceedingly dull appearance, as the town is thinly peopled in proportion to its area. Almost every house, however, is gaily embellished with window-plants, on which the inmates usually bestow great care. The only buildings worthy of mention are the Cathedral, a handsome edifice of the 17th cent. (recently burned down), adjoining which is a small Park, the new Cathedral Skole,

and the Bank-Bygning. In the streets nearest the harbour and the hotels are several good shops. The beer and spirit-shops are few in number, and belong, as in many other Norwegian towns, to a company, whose profits, after payment of 5 per cent to its members, are handed to the municipality.

Environs. The situation of Christiansand is picturesque, and a day or two may be pleasantly devoted to excursions in the environs. One of the favourite walks (1 hr. there and back) is on the Ottere, a rocky and partially wooded island at the E. end of the Strandgade, about 8 min. from the hotels (ferry 3 ø.). The baths (p. 39) are reached by a path turning to the right a few paces from the ferry. The path in a straight direction passes the Seamen's Hospital and leads round the whole island (40 min.), commanding beautiful views of the town and fjord. — On the Mandal road, on the W. side of the town, 1/4 hr. from the hotels, lies the pretty Cemetery. Immediately opposite to it (to the right) is a path ascending the hill and leading to the (10 min.) Ravnedal, a wooded and grassy dale, at the upper end of which (10 min.) there is a point of view reached by a flight of wooden steps. Descending thence on the W. side of the dale, and passing a fountain, a pond, and a house where refreshments may be obtained, we regain (1/4 hr.) the Mandal road and (10 min.) the cemetery (a walk of  $1^{1}/_{4}$ - $1^{1}/_{2}$  hr. in all). — On the N. side of the town, at the mouth of the Otteraa (1/4 hr.), is the landing-stage of the small steamers which ply on that river. A rocky hill near it affords a good survey of the environs. At the mouth of the river, on the opposite bank, rises the church of Oddernas, to which a wooden bridge crosses. - About 10 Kil. up the river is Mosby, to which the steamer plies daily in an hour; 10 Kil. farther to the N., near the Vennesland station, is the Gaard Vigland, near which are the Hundsfosse and the Helvedesfos, picturesque waterfalls, to which the traveller may drive from Christiansand in 21/2-3 hrs. — A steamer plies twice daily between Christiansand, Ronene, and Boen on the Topdalsely, traversing the Topdalsfjord, a pleasant excursion of  $2^{1/2}$ -3 hrs., there and back. — A trip by boat may be taken to the (10 Kil.) lighthouse on the Oxo. Farther to the S.W. is the lighthouse of Ny-Hellesund, where L. von Buch, the celebrated German geologist, spent a considerable time in 1807, while waiting for a vessel to Denmark, which was then at war with England.

FROM CHRISTIANSAND TO EKERSUND (200 Kil. or 124 Engl. M.). A good, but hilly read, running near the coast, and crossing several ferries, leads from Christiansand to Ekersund, traversing beautiful scenery nearly the whole way. Almost all the stations on the route are 'fast', the most important being (44 Kil.) Mandat, (62 Kil.) Fedde, (59 Kil.) Eide, and (34 Kil.) Ekersund (p. 44), at each of which good accommodation is obtainable, but the others are poor. The steamboats perform the voyage to Ekersund in 12-15 hrs., while the journey by land, which very few travellers undertake, occupies 3-4 days. If time permit, however, the traveller will be rewarded by driving at least as far as Mandal (p. 43), where steamers

bound for Stavanger and Bergen touch almost daily; or he may continue his journey thence to (52 Kil.) Farsund (p. 44), where the steamers also call.

The Sætersdal. A visit from Christiansand to the Sætersdal, a valley running to the N., 238 Kil. (148 Engl. M.) in length, watered by the Otteraa, abounding in picturesque scenery and quaint old dwelling-houses, and remarkable for the primitive character of the inhabitants, involves some privations and occupies 10-12 days (there and back). As most of the stations, exceedingly poor at all times, are almost deserted in the height of summer, when the inhabitants are engaged in pasturing their cattle among the mountains ('paa Heja'), the traveller should endeavour to visit the valley either before 24th June or after 15th August, between which dates it is difficult to obtain horses, guides, or even food. The journey as far as Breive is accomplished by Stolkjærre, by steamboat, and (the two last stages) on horseback or foot. Travellers bound for Bergen are recommended to proceed from Breive to the Suledal, Reldal (p. 30), and Odde (p. 64) on the Hardanger Fjord; while those bound for Kongsberg or Christiania leave the Sætersdal at Valle and traverse the interesting lake-district of Thelemarken (RR. 2, 3, 4). — Visitors to the Sætersdal should travel with the smallest possible quantity of luggage, and had better be provided with a moderate supply of preserved meat, biscuits, and brandy. Carrioles may be had at Christiansand, but at all the other stations the less comfortable Stolkjærre is used. Fast stations

as far as Sogneskar: 17 ø. per horse and car per kilomètre.

I. Dav. Drive to (10 Kil.) Mosby (to which a steamer also plies on the Otterαα, p. 40), (17 Kil., pay for 22) +Reiersdal, and (13 Kil., pay for 17) Kile, at the S. end of the Kilefjord, where an \*Inn is kept by the captain

of the lake steamer.

II. DAY. By steamer in 2 hrs. to Faret or Fennefos, at the N. end of the Kilefjord, which is 25 Kil. in length. Drive to (12 Kil.) +Guldsmedmoen or Senum, at the S. end of the Byglandsfjord, a lake about 40 Kil. long, consisting of two parts, separated by a short river (the Otteraa), with locks to facilitate navigation. The lower lake, sometimes called the Aardalsvand, extends as far as (28 Kil.) Strømmen, about 6 Kil. above Næs; the upper, beyond the locks, 14 Kil. long, terminates a little below Ose. If the state of the water permits, small steamers ply 4-5 times weekly between Senum and Ose (in 4 hrs.), but passengers are sometimes landed at  $+N\sigma s$  (2 hrs.). The traveller may therefore have to drive from Næs to (17 Kil.) Ose; or, if the steamer does not suit, the whole way from Senum to (42 Kil.) Ose; or possibly the whole way from Kile to (63 Kil.) +Ose, near the church of *diestad*. Gunnar Drengsen's quaint old house at Ose affords good quarters (small collection of national costumes, etc.).

III. DAY. Drive to (20 Kil.) +Helle i Hyllestad (tolerable quarters), from which a fatiguing mountain-track leads to the (79 Kil.) Lysefjord (p. 47), near Stavanger (2 days; guide desirable, 12-14 kr.). Drive from Helle to (20 Kil.) + Sogneskar i Valle (a fair station; accommodation at Mme. Sundal's), situated in the heart of the Sætersdal. The bottom of the valley is tolerably well cultivated, but the surrounding hills are extremely barren. The Gaard Riget, adjoining the church, contains an interesting collection of antiquities. Before reaching Aakre, a little farther on, it is worth while descending to the river to inspect the curious Jattegryder, or 'giant cauldrons', 6-8 ft. deep, which have been formed by the action of the water. On the opposite bank lies Omlid, whence a mountain-track, soon uniting with that from Hyllestad, leads to the Lysefjord (79 Kil.; 2 days; guide advisable, 12-14 kr.). — From Aakre a rough bridle-path, called the Bispevei, leads to the E. to (9-10 hrs.) the road between Moland on the Fyrisvand, about 11 Kil. to the S., and Veum, a hamlet 11 Kil. to the N., a little beyond which is the *Haugene* station (comp. p. 35; horse and man from Aakre to Veum about 14 kr.). Beyond Aakre the Setersdal road narrows to a bridle-path. Sogneskar, as already mentioned, is the last fast station.

IV. DAY. Ride or walk from Sogneskar to (17 Kil.) Bjørneraa, and shence to (6 Kil.) Trydal and (5 Kil.) Bykle (accommodation at Ole Dengtøn's) by a good new road. The "Byklesti, a dangerous-looking path skirting a precipice overhanging the river, formerly afforded the only means of communication between *Valle* and the 'Annexkirke' of Bykle. The *Byklevand*, a small lake, is crossed by boat at the end of this stage.

V. DAY. Ride or walk about 37 Kil., and then row up the Hartevand, a lake 8 Kil. long, to Breive or Breidvik, at the head of the Sætersdal, a lonely gaard, picturesquely situated, and affording rough, but tolerable accommodation.

The traveller may proceed from Breive in one day to Mo or to Vinje in Thelemarken (p. 27). - Or, leaving Breive at a very early hour, he may cross the imposing Meienfjeld (4000 ft.) to Jordbrække in the Suledal. about 34 Kil., and thence go on to Roaldkvam on the Suledalsvand, 6 Kil. farther, a rough and fatiguing walk or ride of 10-12 hrs. (comp. p. 48). - The traveller may now proceed direct to the Hardanger Fjord thus: row to Gautetun or News (about 6 Kil.), on the N. bank of the Suledalsvand, a very picturesque lake, 28 Kil. long (p. 48); ride or walk thence to (22 Kil.) Botten on the Roldalsvand, and row to (7 Kil.) Horre (1 pers. 1 kr. 40, 2 pers. 2 kr. 20, 3 pers. 2 kr. 80 ø., 4 pers. 3 kr.) or to (10 Kil.) Roldal, whence the journey to (46 Kil.) Odde is easily accomplished in a day (see p. 30). - Those bound for Stavanger row to (17 Kil.) Vaage, on the N. bank of the Suledalsvand, walk or ride by a very picturesque path to (6 Kil.) Hylen on the Hylsfjord (steamer to Stavanger fortnightly in 61/2 hrs.), and proceed thence by water to (22 Kil.) Sand (steamer in 0/2 nrs.), and proceed thence by water to (22 kil.) Sand (steamer to Stavanger weekly in 5 hrs.); or they may row from Roaldkvam to Fiskekjøn or Moen, at the S.W. end of the lake, passing through a picturesque strait known as 'Porten', and drive thence to (12 Kil.) Fos and (11 Kil.) Sand (see p. 48). — The Suledalsvand is well worthy of a visit, and the walk from Vaage to Hylen, or the drive from Moen to Sand, is picturesque (comp. p. 48); but most travellers will find it more convenient to proceed from Næs northwards to Odde, where a steamboat toughes three times weekly. touches three fimes weekly.

# 7. From Christiansand to Stavanger. Excursions from Stavanger.

32 M. (205 Kil. or 127 Engl. M.). Steamboat almost daily in 18-20 hrs. (usual fare 40 or 25 \(\textit{\ellipsi}\), per sea-mile). As the voyage is often very rough, particularly the latter part, from Ekersund to Stavanger, many travellers prefer taking their passage to Ekersund only (12 hrs. from Christiansand), and proceeding thence to Stavanger by railway. Passengers with throughtickets to Bergen or elsewhere may also land at Ekersund, take the train to Stavanger, and there rejoin the steamboat, on board of which they may leave their luggage. In this case they are entitled to repayment of the steamboat-fare between these two stations. If the traveller does not intend making any stay at Stavanger, he should of course enquire if one of the trains from Ekersund starts soon enough to enable him to overtake the steamer.

RAILWAY FROM EKERSUND TO STAVANGER (77 Kil., or 48 Engl. M.) in 31/4 hrs. 20 min. (fares 4 kr., 2 kr. 20 ø.; no third class). Two trains daily. Special trains may be ordered. — As the carriages are not provided with spring-buffers, passengers often experience a series of unpleasant shocks at starting and drawing up. This is a narrow-gauge line, the rails being only 31/2 ft. apart.

The voyage from Christiansand to Stavanger by the LARGE STEAMERS presents comparatively few attractions, as the coast is very imperfectly seen from the steamboat, but the entrance to the Flekkefjord and some other points are very imposing. The vessel's course is at places protected by islands (Skjær), but is often entirely without such shelter, particularly between Ekersund and Stavanger, a voyage of 5-6 hrs., where the water is rarely quite

smooth. The small LOCAL STEAMERS are of course much slower and call at a great many unimportant stations, but they afford a good view of the curious and interesting formations of the coast. The coast-line is broken by numerous valleys descending from the ·Opland' and terminating in long and deep fiords. These valleys are usually watered by rivers which frequently expand into lakes, and they afford a means of communication between the Kustfolk, or dwellers on the coast, and the Oplandsfolk, who differ widely from their seafaring and trading countrymen in character, dialect, and costume. As most of these valleys, all the way from Christiania to Stavanger, radiate from the mountains in the interior of the country as a common centre, it is to them that the fanciful resemblance of Norway to a pancake with split edges most aptly applies. At the head of these valleys, which seldom offer any attraction to the tourist, and barely even the necessaries of life, lie huge tracts of barren mountains, spreading out into vast and rarely trodden table-lands (Fjeldvidder), and very rarely culminating in reaks or distinct summits. The bare rock-scenery of the coast is enlivened by a few unimportant fishing and trading towns nestling in the recesses of the fjords, and by an occasional forge for the smelting of ore brought down from the interior. One of the principal branches of trade is the export of mackerel and lobsters to England. The former are packed in ice, while the latter are put alive into tanks (Bronde) in the vessels constructed for the purpose, to which the sea-water has free access. If the sea is moderately rough the lobsters rise and fall with the motion of the vessel, and arrive in good condition; but if it is too smooth they sink to the bottom of the tank and crush each other to death. Another native product of considerable value consists of the numerous plovers' (Vibe) eggs found on the moors and sandhills of Jæderen, near Ekersund. — As mentioned in the preceding route, the journey from Christiansand to Ekersund and Stavanger may be performed by land the whole way, and the scenery is exceedingly fine at many places; but most travellers will find the steamboat more convenient. - The first steamboat-station (reckoning in sea-miles from Christiansand) is -

5 M. (32 Kil.) Mandal (Olsen's Hotel, Natvig's), the southernmost town in Norway, with 4000 inhab., consisting of Mandal, Malme. and Kleven, and situated partly on rocky islands. As the harbour is situated at the last of these places, the station is frequently called Klevene (the cliffs'). The Mandalselv, which falls into the fjord here, descends through a valley parallel to the Sætersdal and through several lakes from the Aaseral, the upper part of the valley. 37 Engl. M. distant, a district inhabited by a very primitive pastoral people. In summer they migrate to the neighbouring mountains (tilfjelds or tilheis; Heia signifying mountain-pasture), where they spend several months in their miserably poor Falager, and are not

unfrequently attacked by bears. To the W. of the valley of the Mandalselv are the parallel Undal and Lyngdal valleys.

Beyond Mandal the steamer passes the mouth of the Undalselv and the conspicuous lighthouse on Cape Lindesnæs (formerly Lindandisnas, Engl. Naze, Dutch Ter Neuze), 160 ft. in height. The part of Norway to the E. of an imaginary line drawn from Cane Lindesnæs to the peninsula of Stadt (p. 167) is called Søndenfjeldske or Østenfjeldske Norge, that to the W. Vestenfjeldske Norge. promontory is united with the mainland by the low Spangereid.

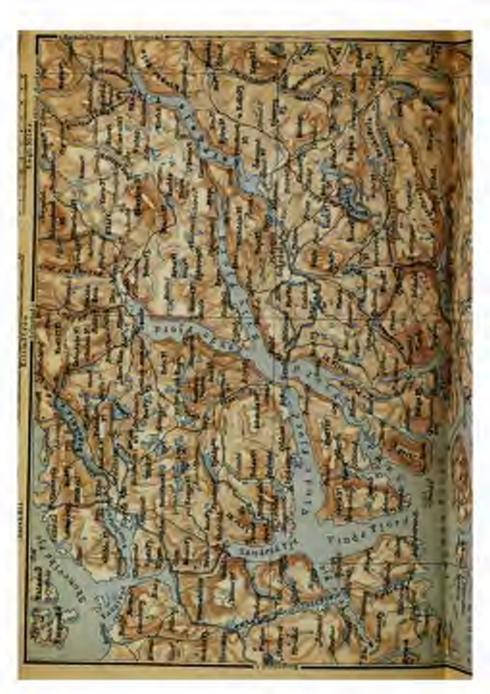
11 M. (70 Kil.) Farsund (Hotel), a small seaport with 1500 inhab., situated near the mouth of a fjord running inland in three long ramifications, into the easternmost of which falls the Lyngdalselv. — Having now passed the southernmost part of the Norwegian coast, extending from Christiansand to Farsund, the steamboat steers towards the N., skirting the district of Lister, with its lighthouse, passes the mouth of the Feddefjord on the right, and enters the Flekkefjord, at the head of which lies -

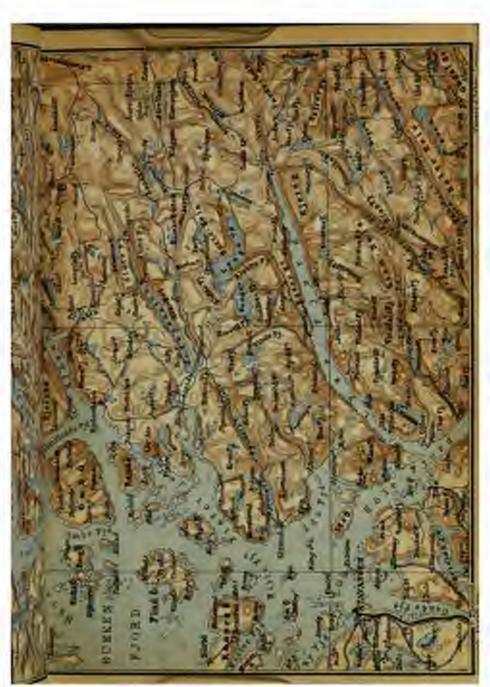
16 M. (102 Kil.) Flekkefjord (Wahl's Hotel), a prettily situated seaport with 1700 inhab. and a sheltered harbour. To the S.E. lies (71/2 Engl. M.) Fedde (p. 40) on the fjord of that name, into which the Kvinesdal descends from the N.E., and to the N. runs the Siredal, with the Siredalsvand, a lake 17 Engl. M. long, the outlet of which falls into the Lundevand, a long lake to the W, of the Flekkefjord. - A little beyond the mouth of the Lundevand, from which the Sira empties itself into the sea in the form of a cascade, is —

17 M. (108 Kil.) Rægefjord, the station for Sogndal (Sluhoug's Hotel), about 3 Engl. M. inland, in the neighbourhood of which are several iron-mines.

19 M. (121 Kil.) Ekersund, or Egersund (\*Ellingsen's Hotel, on) the right, 4 min. from the pier and 8 min. from the railwaystation, unpretending, R. 1, D. 2 kr.; \*Jæderen, kept by Danielson, a similar house, in the market near the station, also on the right), a town with 2400 inhab, and a porcelain factory, lies in a singularly bleak and rocky region, at the S. end of Jæderen, the flat coast-district extending between this point and Stavanger. An excellent survey of the environs is obtained from the rocky hill at the back of Ellingsen's Inn, with a pole on the summit, reached in 25 min. by traversing a narrow street opposite the railway-station, and ascending to the right past the cemetery and a farm-house. To the N. stretches Jaderen, almost the only extensive coast-plain in Norway, partially cultivated, but chiefly consisting of moor and sand-hills, where plovers' eggs are found in great quantities, and intersected with a network of rocky dykes which were probably formed by glacier-action. The railway-station is on the N. side of the town, 12 min. from the quay.

The RAILWAY FROM EKERSUND TO STAVANGER (see p. 42), which traverses this coast-plain, presents little attraction, the scenery





being very dreary as far as Sandnæs, but is far preferable to the steamboat, especially if the traveller is liable to sea-sickness. The chief stations are (38 Kil.) Narbø, (62 Kil.) Sandnæs, prettily situated at the head of the Stavanger Fjord (comp. the Map), and (77 Kil.) Stavanger.

The STEAMBOAT on leaving Ekersund passes the Ekerø, a large island protecting the harbour, with a lofty lighthouse, and the picturesque Viberudde, a promontory with another lighthouse. The coast is flat and dreary, and the water generally rough owing to the strong currents and violent gales by which it is frequently agitated. The Skjærgaard, or belt of islands, now disappears for about 30 Engl. M. The steamer steers towards the N., passing the Jæderens Rev ('reef'), a sandy promontory forming the westernmost point of Jæderen, and the mouth of the Hafrsfjord, where Harald Haarfagre ('fair hair') gained a decisive naval victory in 872, which gave him the sovereignty of the whole country, and which released him from a vow, taken ten years previously, not to cut his hair until he should be king of all Norway. A little farther on, the vessel turns to the E., traverses a branch of the Bukkenfiord, and passes the Tungenæs, a promontory with a lighthouse, forming the N. extremity of the peninsula in which Jæderen terminates. It then steers towards the S.E., and soon reaches the town of Stavanger.

32 M. (206 Kil.) Stavanger (\*Hôtel du Nord, 10 min. from the station and from the principal quay, R. 2, B. 11/2, D. 2, S. 1 kr. 20 e., L. and A. 80 e.; \* Jespersen's Hotel, nearer the quay; Nielsen, near Jespersen's; Holt, Kirkegaden. British viceconsul. Mr. H. W. S. Hansen; American, Mr. T. S. Falck; there are also a French, a German, and a Russian consul. Nymann's sea-baths), an important commercial town, with 20,000 inhab., picturesquely situated on a branch of the Bukkenfjord, possesses two harbours, Vaagen, facing the N.W., and Ostervaagen, a smaller bay separated from the other by a peninsula called Holmen, on which rises Valbjerget, an eminence commanding a fine view. The town is one of the most ancient in Norway, dating from the 8th or 9th century, but as it has suffered very frequently from fires it now presents quite a modern appearance. Many of the houses are now built of stone. At the upper end of the Vaag lies the Torv or marketplace, beyond which rises the Cathedral, and near the Østervaag is the modern Petrikirke. Fish is the staple commodity of the place, and the herrings, which for a time had almost entirely deserted this part of the coast, have of late re-appeared.

The \*CATHEDRAL, the most interesting building in Stavanger, and the finest church in Norway after the cathedral of Throndhjem, was founded by Bishop Reinald, an English prelate, at the end of the 11th cent. and dedicated to St. Swithin (Suetonius, Bishop of Winchester, d. 862). It is about 250 ft. in length, and 70 ft. in width. In 1272 the church was burned down, but it was soon after-

wards rebuilt in the Gothic style. After the Reformation it was sadly disfigured by alterations, but since 1866 it has been restored as far as possible to its original condition. The nave is separated from the aisles by massive pillars of early Norman or Byzantine character, which belong apparently to the original edifice. The handsome Gothic Choir, which adjoins the nave without the intervention of a transept, probably dates from the 13th century. The choir is flanked with four towers, two at the E. end, and two smaller ones at the W. end, and terminates in a large and effective E. Window. The great Tower of the W. façade of the church is in ruins. On each side of the church are two handsome Portals, one entering the aisle, and another the choir. The Pulpit (Pradikestol) of the 11th cent. and the ancient Font (Døbefont) are also worthy of inspection. — The Munkekirke, a kind of chapel adjoining the cathedral, is now a school. The neighbouring Kongsgaard, once the residence of the bishop, whose seat was transferred to Christians and at the end of the 17th cent., is now occupied by the Latinskole, with a handsome old Chapel. On the banks of the adjacent Bredvand, a small lake, are pleasant promenades.

To the N. of the cathedral are the Brandvagt, formerly the Marienkirke, the Hôtel du Nord, and the Sparbank, or savings-bank, the building of which contains the picture-gallery of the Kunstforening (open Wed. and Sun., 11-1). In the opposite direction, about 7 min. from the cathedral, is the Railway Station.—Ascending the Pedersbakke, we may next glance at the modern Petrikirke, and crossing the Nytorv, visit the Spilderhaug Docks, beyond which lies the Hetlandsmark with the Vor Fruekirke.

A beautiful Walk may be taken to the Belvedere Tower (Udsigtstaarn) on Vaalandspiben, to the S.W., and another to the Utlenhauge, farther to the W., at the foot of which are a famous Fishbreeding Establishment (Fiskeudklæknings-Apparater; trifling fee for admission) and Hanson's Willow Plantation (Pileplantning). The road to the Paradies, a pretty private garden, affords a good view of the harbour.

An interesting Excursion may be taken to Sole, a village on the W. coast of Jæderen, about 8 Engl. M. to the S.W., with a ruined church, where the peculiar character of this coast may be inspected. We may then return by the E. bank of the Hafrsfjord (p. 45), cross from Gaard Meling to Malde, and regain the town by another road.

### Excursions from Stavanger.

Stavanger is the commercial centre of the district of Ryfylke and the numerous islands of the extensive Bukkenfjord, which is bounded on the W. by the Karme, and on the N. by the long peninsula of which Hauges sund forms the westernmost point. The name Bukkenfjord applies to the more open part in the centre of the bay, the chief ramifications of which are the Stavanger or Gans Fjord, the Helefjord, and the Lysefjord on the S., the Hjesenfjord on the E., and the Sandsfjord (dividing into the Hylsfjord and Saudefjord), the Sandeidfjord (with its ramifications the

Vindefjord and Yrkefjord), and the Grindefjord on the N. — Most of these fjords are in the form of narrow ravines several miles in length, bounded by the lofty and precipitous mountains rising abruptly from the water, at the foot of which lie deposits of debris at rare intervals, affording but scanty space for the dwellings of the sparse population of the district. At places, however, the banks are of a flatter character and well cultivated, presenting a smiling and picturesque contrast to the forest with which the lower slopes are generally clothed, and to the frowning rocks and glistening snow of the higher mountains in the background. The scenery of several of these fjords vies with the finest parts of the Hardanger Fjord, but is less accessible and therefore less frequently visited by travellers. The magnificent Lysefjord (see below) is unfortunately seldom accessible except by rowing-boat, but the Sandsfjord, with its picturesque ramifications, and the Sandeidfjord are regularly visited by steamers from Stavanger (see below).

STEAMBOATS. An outline of the present arrangements will give the traveller a general idea of the principal routes, but no plan can be finally settled until the most recent 'Communicationer' have been carefully consulted. The steamers to the Hardanger Fjord and to Bergen are not mentioned here, as they merely cross the Bukkenfjord without penetrating into any of its recesses.

To SAND on the SANDSFJORD on Monday and Thursday forenoons; the Monday boat goes on to Saude on the Saudefjord, whence it starts for Stavanger on Tuesday mornings; the other boat goes on from Sand to Hylen on the Hylsfjord on alternate Thursdays, and returns (both from Hylen and from Sand) to Stavanger on the same day. These boats touch at Jalso (p. 48), both in going and returning.

To Sandeld on the Sandeldfjord on Monday and Thursday forenoons; the Monday boat returns the same day, the other on Friday morning, the former touching at Jælsø on the way back, the latter on the way out only.

Travellers may proceed direct from Sand (or Hylen, see above) to

Travellers may proceed direct from Sand (or Hylen, see above) to Sandeid by changing boats at Julia on Thursday afternoon; in the reverse direction they may proceed direct from Sandeid to Sand and Saude by changing boats at Jælsø on Monday afternoon.

## A. The Lysefjord.

An excursion from Stavanger to the Lysefjord, the grandest fjord on the S.W. coast of Norway, occupies 2-3 days, and is attended with some fatigue and privation, unless, as sometimes happens, an excursion steamer runs to Lyse and back in one day. There are no good inns or stations on the route, and the row up the fjord and back takes 7-8 hrs. each way.

A small steamer sometimes plies between Stavanger and Høle on the Hølefjord (a steam of 2 hrs.); or the traveller may take the train to Sandnæs (p. 45; ½ hr.), and drive thence to (28 Kil.) Høle (3-4 hrs.), where tolerable quarters may be procured. Here we hire a boat with two or more rowers (15-20 kr. for the whole excursion) and cross the Hølefjord to (6 Kil.) Gjøse or Fossan, at the entrance to the Lysefjord, on the S. side, where we may visit a large moraine which led Esmark, a Norwegian savant, about the year 1821, to the conjecture that the whole country was once covered with glaciers. (See Forbes's Norway, Edin., 1853; p. 239.) We then enter the \*Lysefjord, a wild and almost deserted arm of the sea, 700-2000 yds. in width, 23 Engl. M. long, and at places 1400 ft. in depth, and enclosed by precipitous rocky mountains upwards of

48 Route 7. SAND. Excursions

3000 ft. high. At the head of the fjord lies the hamlet of Lyse (poor quarters), surrounded by imposing rocks, a little to the N. of which rises the Lysekam (4500 ft.). A curious and unexplained phenomenon is sometimes observed here. A crashing noise like thunder is heard, immediately after which a gleam of light flashes horizontally over the surface of the fjord, disappearing halfway across. The noise and light are believed to proceed from a kind of cavern in the face of the rock about 2000 ft. above the fjord, and inaccessible except by means of ropes from the top of the mountain. A similar phenomenon is said to have been observed on the Trolgjøl near Gaarden Molaup on the Jørundfjord (p. 172). (See Vibe's 'Meer und Küsten Norwegens', Gotha, 1860.)

From Lyse to Helle in the Sætersdal, a very rough and fatiguing walk

of two days, see p. 41.

#### B. The Sandsfjord, Hylsfjord, and Saudefjord.

As above mentioned, two steamers weekly run from Stavanger to Sand on the Sandsfjord, one of which goes weekly to Saude, the other fortnightly to Hylen. One of these vessels touches at the islands Talgo, Findo (where several of the inhabitants of Stavanger possess pleasant villas), and Stjærnero, and at Nærstrand at the mouth of the Sandeidfjord (p. 149); while the other calls at Tau (15 Kil. to the N.E. of Stavanger; path thence past the Bjøreimvand and the Tysdalsvand to Bergeland in the Aardal; 6 Kil. above Bergeland is the picturesque Hjaafos), Fister, and Hjelmeland on the mainland. Between Tau and Fister we cross the mouth of the Aardalsfjord, which is visited by the Tuesday boat from Sand to Stavanger. Hjelmeland lies at the mouth of the Hjøsenfjord, a long inlet somewhat resembling the Lysefjord in character. From the head of that fjord a rough and fatiguing route crosses the mountains in 2 days to Valle in the Sætersdal (p. 41).

Both steamers touch at Jælsø or Jelsø (Inn) on the mainland  $(3^{1}/_{2} \text{ hrs. from Stavanger})$ , at the mouth of the Sandsfjord, a village of some importance, with a church and an excellent harbour, where travellers desirous of proceeding direct from Sand to Sandeid, or in the reverse direction, change boats (see p. 47). We now enter the Sandsfjord, and in  $1^{1}/_{2} \text{ hr. more reach}$ 

Sand (\*Andersen's Inn, unpretending), at the mouth of the Logen-Elv, which descends from the Suledalsvand, 22 Kil. distant.

The "Suledalsvand, a most picturesque lake, 30 Kil. long, enclosed by imposing mountains, is well worthy of a visit. [A steamer is to be placed on the lake in summer.] A good road leads from Sand to (10 Kil.) Fos and (12 Kil.) Fiskekjøn or Mo, at the S.W. end of the lake. Taking a boat there, we row up the lake, passing (after 6 Kil.) through "Porten, a grand and narrow defile, to Vaage, about 15 Kil. from Mo. About 12 Kil. farther to the N., also on the W. bank of the Suledalsvand, lies Næs or Gautetun, whence a bridle-path leads to (5 hrs.) Botten on the Roldalsvand (p. 28). A new road from Næs to Botten, ascending the picturesque valley of the Store Elf, is now in progress. Room for it has been made at places by blasting the rock.

The route from Stavanger to the Hardanger viâ the Suledalsvand, Næs, and Røldal has deservedly come into much favour during the last few years. Heavy luggage may be sent from Stavanger to Odde, or to Bergen, by direct steamer. Guide across the Røldaltjeld desirable (Samson Ericsen Fiskekjøn of Suledal may be recommended; from Sand to Røldal 7, to Odde 10 kr.). — At the head of the Suledalsvand, 3 Kil. from Næs, lies Roaldkvam (tolerable quarters), whence Breive in the Sætersdal (p. 42) or Gryting in the Røldal (p. 30) may be reached in one day.

Once a fortnight a steamer goes on from Sand into the **Hyls-**fjord, an eastern ramification of the Sandsfjord, reaching *Hylen* at the head of the fjord in  $1^{1}/2$  hr. more  $(6^{1}/2)$  hrs. from Stavanger).

From Hylen to Vaage on the Suledalsvand (see above), a very picturesque walk of  $1^{1}/_{2}$ 2 hrs., crossing the lofty Hylsskar, where we stand on a narrow ridge, a few feet only in width, and enjoy a magnificent view of the lake below.

A steamer goes on once weekly from Sand to the \*Saudefjord, or Søvdefjord, the N. arm of the Sandsfjord, vying with the Suledalsvand in grandeur. Saude or Søvde (poor quarters), at the head of the fjord, is reached in  $1^1/4$  hr. from Sand  $(6^1/4$  hrs. from Stavanger). A path leads hence to Eskevik on the Røldalsvand (p. 30), near Botten in 10-12 hrs.; and another, diverging from the first, and somewhat longer, leads through the Slettedal to a point on the Hardanger road about 5 Kil. to the N. of Horre (p. 30).

### C. The Sandeidfjord.

The two weekly steamers from Stavanger to the Sandeidfjord, like those to the Sandsfjord, take different routes, both in going and returning, one of them touching at Jalso (p. 48) on the way out, and the other on the way back. At the mouth of the Sandeidfjord, on the left, lies Narstrand, beyond which the steamer soon reaches the point where this fjord, running N. and S., is intersected by the Yrkefjord to the W. and the Vindefjord to the E., forming a complete cross, and recalling the form of the Lake of Lucerne. On the right, near the mouth of the Vindefjord, is Vikedal, a pretty place with thriving farm-houses, beyond which we soon reach Sandeid (Inn), pleasantly situated at the head of the fjord  $(6^1/2-9^1/2$  hrs. from Stavanger, according to the route taken by the steamer).

Travellers bound for the Hardanger should drive from Sandeid across the 'Eid', or neck of land which separates the Sandeidfjord from the Hardanger, to (8 Kil.) Ølen ('Inn), beautifully situated on the fjord of that name, a branch of the Hardanger Fjord. A steamer at present starts hence for Bergen on Tuesday and Friday mornings, via Skonevik, crossing the entrance to the Hardanger Fjord, a voyage of 11-12 hrs. in all. Another calls here on Thurs. forenoon on its way from Fjære (see below) to Stavanger, and on Sat. afternoon on its way back.

One of the Bergen steamers also goes from Ølen (Wed. forenoon) to Fjære, at the end of the Aakrefjord (in 4 hrs.), whence a very rough, but picturesque bridle-path crosses the mountains, via Vintertun, in 6-7 hrs. to (22 Kil.) Gaard Josendal, situated between Seljestad and Hildal on the road to Odde (see p. 31); a little beyond Vintertun a branch of the track descends to the right direct to Seljestad (p. 31; comp. the Map, p. 52).

The Wed. and Frid. steamers (see above) also touch at Etne, at the head of the *Etne-Pollen*, whence a mountain path leads direct to (50 Kil) Seljestad (p. 31), a very fatiguing walk of 11-12 hrs.

If on arrival at Ølen the steamers do not suit, the traveller may drive to (11 Kil.) Etne and (9 Kil., very bad road, pay for 20 Kil.) Skonevik, in descending to which a magnificent view of the Ulvenaase, 3600 ft. high, is enjoyed. Boat thence across the Skoneviksfjord to (6 Kil.) Ølfarnæs. Then drive to Valen and Sunde (p. 52) or to (12 Kil.) Helvik. Ferry thence to Hersen (p. 52). About 11 Kil. to the N. of Hersen is Tersen (p. 52).

This approach to the Hardanger is much more varied and attractive

than the direct steamboat route from Stavanger.

## 8. From Stavanger to Bergen.

From Stavanger to Bergen there are usually eleven steamers weekly, five being vessels of considerable size from Christiania, and one from Hamburg, bound for Bergen or more distant places, while five smaller steamers ply weekly between Stavanger and Bergen only. The larger boats touch at *Haugesund* only, beyond which they proceed direct to Bergen, either passing between the *Bommelo* and the *Stordo*, or between the latter and the *Tysnæso*. The outer islands are mostly bare and rocky. and of moderate height. The voyage by the direct steamers takes 8/2-12, by the local boats 12-15 hours. One of the latter touches at Næshavn on the W. coast of the Tysnæse; the others pursue the more interesting course viâ Tergen (p. 52).

Nearly the whole voyage by all these steamers is in smooth water, their course being protected by islands, except for a short distance between Stavanger and Kopervik, and between Haugesund and Langevaag. The steamers are comfortably fitted up, but the sleeping accommodation is always very limited. Breakfast or supper is provided for 1-11/2 kr., dinner for 2-21/2 kr.; steward's fee about 50 ø. per day. By water Bergen is about 21 Norwegian sca-miles (84 Engl. M.) from Starter and the state of th vanger, but the course taken by the steamers is considerably longer. The miles given at the beginning of the paragraphs in the following route, are the direct distances from the starting-point of the route (Stavanger). The distances between the most important stations are also mentioned. - Lastly, it may be mentioned, that, as the fine scenery of the Hardanger (R. 9), does not begin till Hergen and Tergen are approached, the

traveller loses little by going thus far at night.

The navigation of these western fjords of Norway, with their innumerable rocky islands, winding channels, promontories, and sunken rocks, is exceedingly intricate, often demanding the utmost attention of the captains and pilots, whose skill the traveller will have occasion to admire. Most of the captains speak English, sometimes German also, and they are usually very obliging. - Numerous lighthouses (Fyr) on both sides of the steamer's course are passed between Stavanger and Langevaag, to the N. of Haugesund.

On leaving Stavanger the vessel steers towards the N.W.; on the left are the Duse-Fyr and Tungenas-Fyr on the Randeberg; to the right the Hundvaage, the Mostere with the ruined Ulstenkloster, and beyond it the larger Renness and other islands. the left we next observe the lefty lighthouse on the Hvitingso, beyond which the open and unsheltered mouth of the Bukkenfjord is crossed (in about an hour). To the N.W. is the lighthouse of Falnæs (Skudesnæs). We next observe Skudesnæshavn, with its lighthouse, to the left, a small seaport (1300 inhab.) at the S. end of the Karmø, to which a steamer runs from Stavanger twice weekly. The first station at which the steamers usually stop is Førresvik, a village on the Bukkenø.



3 M. (19 Kil.) Kopervik, or Kobbervik (Inn), with 850 inhab., is one of the largest villages on the Karmø, a large and populous island, to which the herring-fishery is a source of much gain. The island is nearly flat, and tolerably well cultivated at places, but consists chiefly of moor, marsh, and poor pasture-land, and is almost entirely destitute of trees. It contains numerous barrows, or ancient burial-places, especially near the N. end, some of which have yielded relics of great antiquarian value. The climate, which is cool in summer and mild and humid in winter, is exceptionally healthy, the average annual death-rate being only 12 per thousand.

About 12 Engl. M. to the W. of the Karmø lies the small and solitary island of Utsire, with a chapel and a lighthouse.

The steamer soon enters the Karmsund, the strait separating the island from the mainland. On the left, about 4 Engl. M. beyond Kopervik, is the old church of Augvaldsnæs, adjoining which, and inclined towards it, is an old 'Bautastein', 25 ft. in height, known as 'Jomfru Marias Synaal' (the Virgin Mary's Needle). Tradition says that when this pillar falls against the church the world will come to an end. To the N. of this point, on the opposite side of the 'Sund', are five similar stones, popularly called the 'Five Foolish Virgins'. At the end of the Karmsund, on the mainland, lies —

5 M. (32 Kil.) Haugesund (Jonassen's Hotel; Olsen's), locally known as Karmsund, with 4400 inhab., a place of no interest, except as the supposed burial-place of Harald Haarfagre (d. 933), whose original tombstone is still pointed out. On this spot, the Haraldshaug, a mound of earth a little to the N. of the town, rises an Obelisk of red granite, 45 ft. in height, on a square pedestal, around which are placed a number of stones, 9 ft. in height, called the Fylkestene, representing the Fylker, or districts into which Norway was formerly divided. This monument, called the Haralds-Stotte, was inaugurated in 1872, on the thousandth anniversary of Harald's victory on the Hafrsfjord, in consequence of which the whole of the Fylker were united under his sceptre. — A road leads from Haugesund to the E. to (48 Kil.) Olen (p. 49).

To the N. of Haugesund extends an unprotected part of the coast, called Sletten, nearly 3 M. (19 Kil.) in length. Near the N. end of this tract, about 1 hr. beyond Haugesund, is Lyngholmen, where some of the steamers stop, the first station in Bergens-Stift, or the province of Bergen, to the W. of which is the Ryvardens-Fyr on a rocky island. We now enter the Bømmelfjord, one of the narrow inlets of the Hardanger (p. 53), passing the Bømmelø on the left, on which rises Siggen, a hill known as one of the 'towers' of Bergen. This district is called the Sønd-Horland, the natives of which are known as Søringer. Picturesque mountains in the background. Some of the steamers next stop at Tjernagel, on the mainland, 2 M. (12 Kil.) farther, others at Langevaag, on the Bømmelø, opposite.

9 M. (58 Kil.) Mosterhavn, the next station, on the Mosterø, boasts of a church built by Olaf Tryggvason (995-1000), the oldest in Norway. — From this point onwards, comp. the Map.

11 M. (70 Kil.) Lervik, a station of some importance, lies at the S. end of the Stordø, one of the largest of the islands at the entrance to the Hardanger. The well-wooded Halsenø, an island to the E., contains part of the buildings of a Benedictine monastery, founded probably in 1164. Several barrows in the vicinity.

founded probably in 1164. Several barrows in the vicinity.

One of the Hardanger steamers, instead of touching at Lervik, usually turns to the S., past the promontory of Valestrand, and describes a long circuit to Udbjø, Olen, Etne, Skonevik, and Herøen (comp. pp. 49,50), taking 3 hrs. longer to reach Herøen than the more direct steamer.

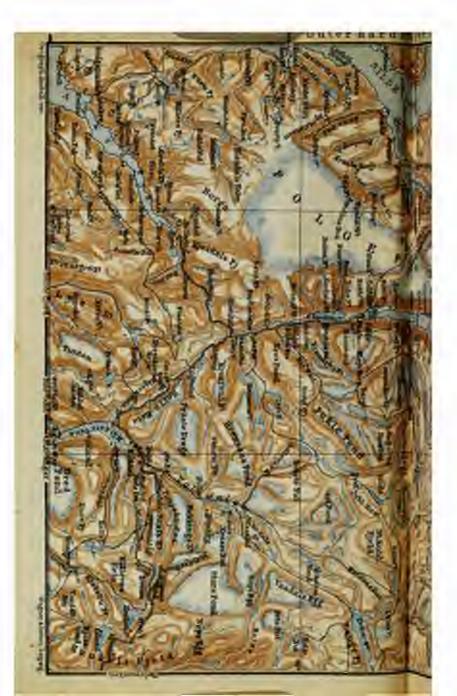
Beyond Lervik the direct steamer traverses the Bømmel-Fjord and Kloster-Fjord, the latter named after the above-mentioned monastery on the Halsenø.

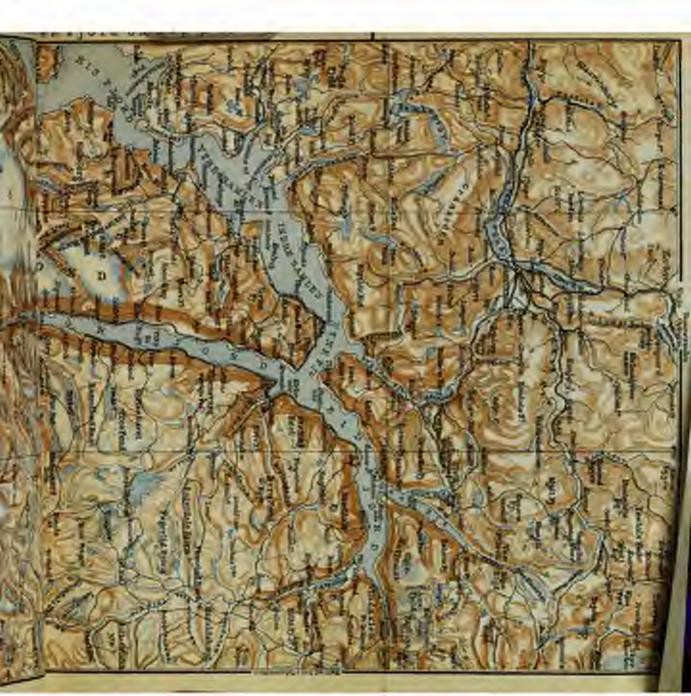
 $12^{1}/_{2}$  M. (80 Kil.) **Sunde**, situated in the *Husnæs-Fjord*, on the peninsula of *Husnæs*. Travellers bound for the Hardanger Fjord have often to change steamers here (comp. p. 53).

13½M. (86 Kil.) Hereen, a small island opposite Helvik, is an important station, as most of the steamers to the Hardanger, both from Stavanger and from Bergen, as well as several of those plying between Stavanger and Bergen, touch here (see p. 53). The scenery now becomes more interesting; the mountains are higher and less barren, and on every side the eye is met with a picturesque profusion of rocks, islands, promontories, and wooded hills, enlivened with bright-looking little hamlets nestling in sheltered creeks.

15 M. (96 Kil.) **Tersen** (Inn), a little island and village near the N. coast of the fjord, and to the E. of the large Tysnæsø, is a very important station, six steamers running thence weekly to Bergen, four into the Hardanger, and two to Stavanger. Travellers have often to change boats here. The scenery is remarkably fine here, especially as the snowy summit of the Folgefond (p. 54) is now visible towards the E. — Near this point we quit the Sønd-Horland, the island and coast district hitherto skirted, and enter the Nord-Horland, and it is here that the Hardanger Fjord strictly speaking begins.

Beyond Tergen, which is reached in 9-10 hrs., the steamer passes through the Loksund, a very narrow strait between the mainland and the Tysnæsø. The next station, Einingeviken, lies on the Tysnæsø, at the N. end of the strait; beyond which is Godøsund, on a small island to the N. of the Tysnæsø. The Bjørnefjord is next traversed. To the N. lies the pleasant-looking Os. The steamer passes Lepsø (to the right) and proceeds through the narrow Krogene and the Korsfjord. To the right is the Lysefjord, on the W. bank of which lies the ruined convent of Lysø. Farther on we pass the peninsula of Korsnæs. To the left, a little later, is the light-house of Marstenfyr, apparently rising directly from the sea. Then Bukken, a small island between the mainland





and the Sartorø. The scenery on this part of the voyage is less attractive than at the mouth of the Hardanger. Bergen comes in sight as the steamer rounds Kvarven, the N. spur of the Lyderhorn; on the left (N.W.) rises the mountainous Askø (p. 75). The first view of the town is very striking.

21 M. (135 Kil.) Bergen,  $4^{1}/_{2}$  hrs. from Terøen,  $8^{1}/_{2}$ -15 hrs.

from Stavanger, see R. 10.

# 9. The Hardanger Fjord.

Comp. the Maps, pp. 51, 52.

From Stavanger to Odde on the Hardanger Fjord direct Steamboat once weekly, starting on Wed. afternoon and taking 21 hrs. to the passage. The traveller may also take the Bergen steamer from Stavanger, and disembark at Hereen, whence a steamer (from Bergen) plies to Eide and Odde. Still another pleasant way of making this trip is as follows: take the Thursday steamer to Sandeid (p. 49), next day proceed by land and water to Tereen (comp. pp. 50-52), and there take the steamer again for Odde. — From Sand to Odde via the Suledalsvand, see p. 48.

From Bergen to the Stavanger Fjord there are four Steamboats

From Bergen to the Stavanger Fjord there are four Steamboats weekly. One starts on Monday morning and calls at Sunde, where passengers spend 3 hrs. and then proceed in a Stavanger steamer. The others start on Tues. forenoon, Thurs. forenoon, and Sat. afternoon, arriving at

Odde on Wed. afternoon, Frid. afternoon, and Sun forenoon.

From Bergen vid Vossevangen to Eide, see R. 11. On the completion of the 'Vossebane' this will probably be one of the favourite approaches to the Hardanger Fjord.

From Thelemarken via the Haukeli-Sæter to Odde, see R. 4.

It need hardly be said that the traveller who performs the whole journey to the head of the fjord and back by water cannot thoroughly appreciate the beauties of the scenery. The favourite headquarters for excursions are Eide, Utne, Ulvik, Eidfjord, Lofthus, and Odde. The inns are generally good and reasonable, but are often full in the height of the season (ending about Aug. 10th).

The \*Hardanger Fjord, the main channel of which is subdivided into the Kvindherredsfjord, the Hisfjord, the Ytre and Indre Samlen. and the Sør fjords, runs from Terøen to the N.E. for about 11 seamiles (44 Engl. M.) to Utne, where it turns suddenly to the S. to Odde, a distance of 6 miles more (in all 68 Engl. M.). Opposite Utne diverge the Graven and Eid fjords, besides which there are numerous smaller creeks which it is unnecessary to name. The everage breadth of the fjord is about 3 Engl. M., but the upper part of the Serfjord gradually narrows to a width of a few hundred ards only. The scenery is justly celebrated for its beauty and randeur, and of all the Norwegian fjords this is perhaps the most ttractive on account of its variety. Its accessibility and the comarative comfort of its inns are farther advantages not to be overloked. In some respects the Hardanger resembles the Sognefiord 5.96), being enclosed by rocky and precipitous mountains 3000-300 ft. in height, but the forms of the mountains are less pictursque, and snow and glaciers less frequent. On the other hand the ountains are generally better wooded, the banks more fertile, id the scenery altogether of a softer and more smiling character,

while the huge and spotless snow-mantle of the Folgefond is frequently visible in the background. To these attractions must be added two of the finest waterfalls in Norway, hardly indeed surpassed in Europe, both of which are easily accessible to good The population ('Haranger'), too, and their national characteristics will interest many travellers. Weddings here are still very picturesque festivities, though generally falling short of Tidemand's beautiful 'Brudeford'. The bridal crowns and gold and silver trinkets (such as the Sølje, or Sylgja, a kind of brooch or buckle) are curious, and the embroidery, coverlids (Slumretapper), and carpets (Tapper) manufactured in this district are much sought after. The costumes are seen to the best advantage on a Sunday morning before or after divine service. The women, who wear the 'Skaut'. a kind of cap of white linen with stripes, and sometimes a picturesque red bodice, may often be observed giving the finishing touches to their toilet after landing from their boats to attend church. The primitive mode in which public worship is conducted is very characteristic. The national music and the six-stringed Hardanger violin are also curious and interesting.

Terøen, see p. 52. The Hardanger Fjord begins on the E. side of this island, whence a striking view is enjoyed of the \*Folgefond, with the Melderskin, Malmangernut, Kjeldhaug, and other spurs descending from it. The Folgefond (Fonn or Fond, 'mass of snow') is an enormous expanse of snow and ice, 35-40 Engl. M. in length and 7-15 M. in width, covering the plateau, 3000-5000 ft. in height, which rises between the Hardanger Fjord on the W., the Aukre-Fjord on the S., and the Sør-Fjord, with the valley extending to the S. of it, on the E. side. Towards the S.E. the peninsula of the Folgefond is connected with the mainland by an isthmus 24 Engl. M. in width (between Fixere and Odde). The mountain attains its greatest height (5420 ft.) immediately to the E. of the Sørfjord, from which it rises almost perpendicularly. On the W. side the plateau descends gradually to the fiord. From the 'Fond', the nearly level snowy roof of the mountain, descend glaciers (Jøkler, Blaabræer) in every direction, resembling huge icicles, the best known of which are that of Bondhus (p. 55) near the head of the Mauranger-Fjord, a favourite subject with artists, and the Buarbra (p. 64) to the E. of Odde. From this vast expanse of snow protrude several rocky peaks (Nuter, literally 'knots') of moderate height: on the N. side the Solnut (4830 ft.) and Thorsnut (5155 ft.), on the W. Hundsøret ('the dog's ear'; 5360 ft.), and on the E. the Reinanut and Sauenut. The best survey of the Folgefond from the W. side is obtained from Tergen and the neighbourhood, and from the E. side from the heights between Roldal and Seljestad (p. 31).

The stations are here enumerated in their usual order, but some of the steamers do not touch at them all. The direct distances from Tergen are prefixed to them.

Hergen, 11/2 M. (10 Kil.) to the S. of Tergen, see p. 52. About 1 M. beyond Herøen, on the mainland, is Uskedal. To the N. lie the long islands of Skorpen and Snilsthveit, and on the right are

the sombre slopes of the Solfjeld.

3 M. (19 Kil.) Demelsviken (Inn). To the W. towers the Malmangernut (2880 ft.). We next reach the château and park of Rosendal, beautifully situated at the base of the Melderskin (see below), and belonging to the Barons Rosenkrantz and Rosenkrone, who, however, were obliged to resign their baronial dignity on the abolition of all titles of nobility in 1821. In the vicinity is the church of Kvindherred. — A bridle-track leads through the Melsdal to the Midtsæter and the Myrdalsvand, whence a steep, but tolerable path ascends to the summit of the Melderskin (4680 ft.), which commands an imposing survey of the Folgefond and the fjord down to the sea. - An excursion through the narrow Hattebergsdal, containing the Ringerifos, as far as the foot of the Folgefond is also recommended. — On the opposite bank of the fjord, about  $1^{1/2}$  M. (10 Kil.) from Rosendal, is Gjermundshavn, and 1 M. to the N.E. of it is —

4 M. (26 Kil.) Skjelnæs, at the S. end of the large, but uninteresting Varaldsø. The strait on the E. side of the island is called the Sildefjord, beyond which, on the mainland lies the

church of Ænæs, at the foot of the Gygrastol (3116 ft.).

The Maurangerfjord, about 2l/2 sea-miles in length with its bays of Stre and Nord-Pollen, may be visited from Skjelnæs by boat. On the right we observe Enæs and the fine waterfall of Fureberg. From Bondhus (tolerable quarters), near the head of the fjord (a row of 21/2 hrs. from Skjelnæs), we walk in 2 hrs. to the "Bondhusbræ (guide necessary), a magnificent glacier which descends from the Folgefond, between the Selsnut and the Bonddalsnut. It is reached by crossing a moraine (Vor., Jokul-Vor), rowing over the small Bondhusvand with a number of waterfalls descending from its precipitous banks, and ascending across a second moraine. The foot of the glacier is 1050 ft. above the fjord. Refreshments at the sæter

here (up to the middle of July). Guide or horse 1 kr. 60 ø.

here (up to the middle of July). Guide or horse 1 kr. 60 g.

From the Maurangerfjord to Odde (10-12 hrs. in all). From Bondhus we row in ½ hr. to Øvrehus, at the head of Østrepollen. the E. extremity of the fjord, where horses and guides are to be had. The ascent to the top of the pass is extremely steep, but the expedition presents no serious difficulty or danger in suitable weather. After a fresh fall of snow ('nysne'), however, it is impracticable. The summit of the pass, where the route skirts the Hundsør (p. 54), is about 5000 ft. high, beyond which there is a steep descent to Tokheim near Odde (p. 64).—Another route, frequently traversed of late, ascends from Bondhus by the Roughra Bondhusbræ and descends from the Folgefond to Odde by the Buarbræ (p. 64), but is more fatiguing. (Comp. Forbes's Norway, Edin. 1853; pp. 130, et seq.)

5 M. (32 Kil.) Gravdal, to the W., on the Bondesund, and, about 1 M. farther, Gierhavn, at the N. end of the Varaldsø, are the next stations. The broad part of the fjord extending from this point to Strandebarm, 2 M. to the N., is called the Histjord.

6 M. (38 Kil.) Bakke (\*Inn), to the N. of which is the church of Strandebarm, is beautifully situated on the W. bank, in the midst of grand scenery. To the E. we observe the Myrdalsfos and the Folgefond, to the N.W. the snow-clad Threite Kvitingen (4220 ft.),

and to the N.E. the Vesholdo. To the left of the last is a footpath, leading past the gaards of Haukaas and Solbjörg and the sæter of Torahella, to Netland in the Steinsdal (4-5 hrs.; see below). The route along the bank of the fjord to Sandven is, however, more attractive. — The steamer then steers towards the E., enters a narrower part of the fjord, and stops at —

7 M. (45 Kil.) Jondal (Inn), on the E. bank, 2 M. from Bakke, with a bridge over the Elv. The scenery now becomes less attractive. This place is locally famous for the excellence of its boats.

A road ascends hence the Krondal to (3 hrs.) Gaarden Flatebs (1100 ft.), grandly situated, and leads thence to the S. to the Jondalsbræ, near the Dravlevand and Jöklevand; and another path from the gaard crosses the Folgefond to Bleie (Naae) on the Serfjord (p. 63). The latter route leads from Flatebs to the N.E. to Sjusæt, ascends steeply and describes a wide bend towards the N., turns to the E., skirts the Thorsnut (p. 54), and passes the Saxaklep. The highest point of the route is 4510 ft. above the fjord. Then a steep descent to the Reisæter (1080 ft.) and thence to Bleie (8-10 hrs. in all; guide necessary, Torgils Koppre recommended).

Beyond Jondal the steamer passes several waterfalls, leaving Jonarnæs on the right, and soon enters the Ytre Samlen-Fjord. The scenery here is again very picturesque. The steamer crosses to the W. side, passes Axenæs and the church of Vikær, and enters the Norheimsund, a beautiful bay, on which lies —

9 M. (56 Kil.) Norheimsund or Sandven (Nils Sandvens Hotel, R. 1, B. 1, S. 1 kr., D. 1 kr. 60 ø.), charmingly situated, and suitable for a prolonged stay. In the vicinity are picturesque rocky and wooded hills. To the W. rises the snowy Gjøen Kvitingen. Sandven commands an admirable view of the Folgefond, with the mountain-spurs radiating from it. At the back of the village is the Steinsdal, a pretty and well-cultivated valley, in which a good road ascends to the ( $\frac{1}{2}$  hr.) Ofsthusfos (from 'Overste Hus'), a waterfall 150 ft. in height, a narrow path behind which enables the visitor to pass dry-shod between the water and the rock. Some of the steamers stop for several hours at Norheimsund, during which the fall may easily be visited.

Beyond the \*Msthusfos\* the carriage-road ascends the valley, passing the farms of \*Steine\* (tolerable quarters) and \*Birkeland\*, and terminates at (1 hr.) \*Netland\*. From Netland we may walk by the route mentioned above to Strandebarm. Another path leads from Netland to the (4\frac{1}{2}-5\text{ hrs.}) \*Gaard \*Eikedal\*, on the N. bank of the \*Eikedal\*srond\* (1000 ft.)\*, and then descends precipitously past the picturesque \*Eikedal\*sfos\*, 285 ft. in height, to the beautiful \*Frolandsdal\* (i \*Samnanger\*)\*, in which. 6 Kil. lower down, lies \*Tosse\* (Inn)\*, on the \*Aadlandfjord\*, the N. branch of the \*Samnanger\*-Fjord\*. The whole walk occupies 9-10 hrs. (guide necessary). From Tosse we cross in a small boat to (4 Kil.) \*Aadland\*, whence we proceed on foot via \*Haugen\* to (8 Kil.) \*Trengereide\* (p. 76).

Beyond Norheimsund the steamer touches at Østensø, or Austesyn (Inn), on the adjoining bay, another pretty place which attracts numerous summer visitors. A mountain-path leads hence to the (4-5 hrs.) Humlegrovand (1910 ft.), which affords good fishing.

To the W. of Østensø is a promontory (Næs) separating the bay of Østensø from the very narrow and picturesque Fiksensund, an arm of

the fjord running towards the N. for a distance of 7 Engl. M., at the head of which lies Gaarden Botnen (reached by boat from Østensø in 3½-24 hrs.). High up on the mountain-side beyond the Næs is seen a huge giant-basin (Jættegryde), called Gygrerøva (Gygr. 'giantess'), from the popular tradition that a giantess standing on the mountain, and endeavouring to draw several small islands in the fjord towards her, failed from the breaking of the rope, and caused this indentation by falling backwards. — From Botnen a path (guide unnecessary), exceedingly rough and precipitous at places, ascends the Flatebøgjel (Gjel, 'rocky ravine') to the (5 Kil.) Løkedal sæter and the top of the hill beyond it (2000 ft.), after which it leads across more level ground to the (6 Kil.) Vossestøle (Støl, 'sæter') at the N.E. end of the Humlegrøvand, mentioned above. It then descends by the course of the river issuing from the neighbouring Thorfinvand to (6 Kil.) Gaarden Skjeldal, whence a good road leads through pine-forest to (5 Kil.) Grimeslad at the W. end of the Vangsvand. Distance thence by road 12 Kil., or by boat 9 Kil., to Vossevangen (p. 76). This interesting route from Østensø to Vossevangen takes 12-14 hrs. in all.

Soon after quitting Østensø the steamer commands a view, to the left, of the Indre Samlen-Fjord, a beautiful reach of the Hardanger. It either steers straight across the fjord to  $(1^1/_4M.)$  Herand, lying to the S. of the conspicuous and nearly isolated Samlenut or Samlekolle (2060 ft.), which may be ascended from Herand, or, passing the mouth of the Fiksensund (see above), it skirts the N.W. bank of the fjord and touches at (2 M.) Aalvik, near which is the picturesque Melaanfos. In the former case, on leaving Herand, it rounds the Samlenut, touches at Vinæs, and skirts the Stenkorsnæs with Gaarden Nesthammer. Whichever of these routes the steamers take, they all stop at—

11 M. (70 Kil.) Une (\*Inn), beautifully situated on the Utnefjord, from which the Samlenfjord, the Gravenfjord, the Eidfjord, and the Sørfjord radiate towards the four points of the compass. A path ascends through the charming valley at the back of the village to the (2½ hrs.) Hanekamb (3590 ft.), which commands an admirable survey of the Utne, Eide, and Sør fjords. The ascent of the Oxen (p. 58) is still more interesting. — From Utne the steamer steers due N. into the Gravenfjord, a narrow and somewhat monotonous arm of the fjord, at the N. end of which, about 2½ M. from Utne, lies —

12 M. (77 Kil.) Eide (\*Haukenæs Station, close to the fjord; \*Mæland's Hotel, on the river; \*Jansen's, 5 min. from the pier), nestling prettily at the foot of rocky and wooded mountains which leave it exposed on the S. side only. Several of the streams and small lakes in the neighbourhood are said to afford good troutfishing. This is the most frequented place on the fjord as a summer residence, but the scenery is not very striking. A very pleasant walk of 1/2 hr. may be taken to the beautiful Gravensvand to the N. From Eide to (30 Kil.) Vossevangen, see pp. 76, 77.

FROM EIDE TO ULVIK (23 Kil., pay for 36), a magnificent ride or walk, affording an admirable picture of Norwegian mountain-scenery (4-5 hrs.; guide unnecessary). From Eide a good road leads to (4 Kil.) Graven Kirke, on the Gravenvand, where the road to (12 Kil.) Ulvik. barely practicable for driving, and extremely steep at places, diverges to the right. Horses may be hired at Eide or at Gvre Seim, 3 Kil. beyond the church. All superfluous luggage should be sent round by steamer from Eide to Ulvik.—

58 Route 9. Hardanger ULVIK.

Pedestrians and riders effect a saving of nearly an hour by taking the following route: Immediately beyond the bridge, which the road crosses a few hundred yards from the pier at Eide, a bridle-path diverges to the right and ascends rapidly past Gaarden Kjelland and along the bank of the Kjellandselv. which forms a small waterfall, to Gaarden Tveito (Tveit, Engl. 'thwaite', 'a clearing') and (11/2 hr.) the small Mauvain; (1/4 hr.) the Mauvainswier (milk procurable), where our path bears to the left, ascending through a dreary valley (to the left the Vattensæter) to the (20 min.) Angerklev, and there uniting with the road from Graven. Following this road to the right, we reach the highest point of the route (about 1200 ft. above the fjord), beyond which opens a magnificent \*VIEW of the Ulviksfjord. To the E. rise the Onen, from which the Døgerfos is precipitated to a depth of upwards of 1500 ft., and the Balonefjeld, and to the N.E. the majestic Vas-Fixen (5350 ft.). On the right side of the road rise the Granhellerfield and the Grimsnut, and on the left the Kvashoved. On the descent to (11/4 hr.) Brakenas, which is very steep at places, the scenery becomes still more picturesque, particularly at the Furnsweer and Lindebrække. On the hill, about 1/4 hr. before we reach Brakenæs, is \*Villemsen's Hotel, beautifully situated, and often full. Pretty waterfalls by the mill behind the church.

Brakenæs and Ulrik, see below.

The direct route from Eide to Ulvik across the mountains just described is about 12 Engl. M. in length, but by steamer the distance is nearly double (5 sea-miles). Some of the steamers go direct, while others call at Utne (p. 57) on the way; and it should be observed that they do not all touch at Ulvik. To the W. of the mouth of the Gravenfjord rises the Oxen (4120 ft.), a mountain which may be ascended from the S.E. side, and which commands a magnificent view of the Sørfjord and the lofty mountains to the E., the Hardanger-Jøkul, the Vas-Fjæren, etc. — The steamer skirts the Oxen and then enters the Eidfjord, the easternmost arm of the Hardanger. The banks are very rocky and abrupt, affording but scanty room for a few scattered houses at their base and in the valleys intersecting them. Passing the innermost bay of the Eidfjord on the right, we next enter the Osefjord to the N., with its imposing mountain-background (Vas-Fiæren, Skarafjeldet, Sotenuten). This fjord also consists of two branches, divided by the low wooded ridge of Osen, that to the right (N.E.) retaining the same name, and that to the left (N.) being called the Ulviksfjord ('Ulv-Vik', wolf's creek). These bays are generally frozen over in winter. Ascending the Ulviksfjord we next stop at -

15 M. (96 Kil.) Ulvik-Brakenæs (Vesterim's Hotel, or house of the Forbrugsforening, at the pier; Skyds Station, also at the pier, tolerable; Sjur Brakenæs Hotel, with baths, on the other side of the church, a few hundred paces to the W., unpretending, R. 1, D. 2, S. 1 kr.; \*Villemsen's, on the hill, 1/4 hr. from the pier, see above), beautifully situated, and one of the most picturesque spots on the Hardanger Fjord. Brakenæs, with its conspicuous church, beyond which there is a fine waterfall, is the principal cluster of houses on this creek, the hamlets and farms at the head of which are collectively known as Ulvik. A pleasant walk may be taken along the shore to (10 min.) another group of houses. with a pier, near the head of the fjord, where visitors also frequently take up their quarters for the summer. Farther on lies Hagestad, beyond which, on the N.E. bank, is Lekve, an ancient 'Kongsgaard', or royal domain, from which a path crosses the hill to the Osefjord in 1 hr. — An interesting excursion from Ulvik is the ascent of the Vas-Fjæren (5350 ft.), vià Lekve; magnificent view from the summit (12-16 hrs. there and back; guide necessary). Less practised mountain-climbers should walk to the Solsi-Sæter on the evening before the ascent. — Pleasant walk of  $1^{1}/2$  hr. to the N.W. to the (7 Kil.) Espelandsvand, a lake which is said to afford good trout-fishing.

FROM ULVIK TO OSE (11 Kil.; or all the way by boat 21/2 naut. M.). The innermost creek of the \*Osefjord, which none of the steamers enter. is one of the most striking parts of the Hardanger Fjord, and should if possible be visited. The excursion there and back may be made in one day; or the night may be spent at Ose. One route is by boat to Lekve, on the N.E. bank of the Ulviksfjord, in 20 min., and thence by a path across the hill to the Osefjord in 1 hr., on which another boat is hired to (4 Kil.) Ose, a row of nearly an hour more: or a boat may be taken direct from Brakenæs to  $(2^{1}/_{2}$  naut. M. or 17 Kil.) Ose, a row of  $2^{1}/_{2}$  hrs. or more ('Niste', i. e. a supply of food, desirable). — On rounding the promontory by boat we observe to the E. a waterfall of the Bagnaelv and (more to the left) the curious Degerfos, descending from the snow-clad Onen and the Døgerdalsvand. We now enter the upper part of the imposing Osefjord, the banks of which are almost uninhabited. On the right rise Onen and the Balonefjeld, and in the background tower Vas-Fixeren (left) and Kros-Fixeren and the Nipahegd (right), the mountains bounding the wild \*Osedal in which the fjord terminates. From Ose (tolerable quarters at the house of Lars Ose) travellers usually visit the (10 min.) 'Koldehuller' ('cold holes', known as 'Windlöcher' among the Alps), which are used as cellars, and where water freezes even in summer. Close to them is a marsh ('Myr'), which, according to the natives, never freezes, and is dry during rain and wet in dry weather. Beyond Ose the valley contracts to a wild and narrow ravine, bounded by the Vas-Fjæren and Nipahøgd, through which a path (guide obtainable at Ose) leads to the Osesæter and thence between the Osesævl and Vosseskavl (right) and the Gangdalskavl (left) to the Gravahals (3710 ft.) and to Kaardal in the Flaamsdal (a walk of 10-12 hrs.; comp. 106). — Another route, fatiguing and rarely frequented. leads from Ose across the Hallingskarven (p. 82) by Ulevasbotten (tolerable quarters) to Hol in the upper Hallingdal in 2 days (comp. pp. 82. 83).

FROM ULVIK TO AURLAND (10-12 hrs.). The path, very precipitous and fatiguing at places, ascends via Lekve to the Solswand and the Sloudals-rand (2560 ft.), at the end of which lies Klevene, the highest gaard in the Rundal, passes the base of the Gravahals, and descends to Kaardal

in the Flaamsdal (comp. p. 106).

Leaving Ulvik-Brakenæs, beyond which the steamer does not proceed, we now return to the Eidfjord, rounding the promontory of Banknæs, which separates the Osefjord from the Eidfjord. A certain spot on the Banknæs is known as the Bergfall, from the fact that a huge mass of rock, 400 ft. high and about the same width, once fell from it into the deep water of the fjord at its base. To the S. rises the lofty Bufjeld, so named from the solitary Gaard Bu, on which the sun never shines in winter. On the right, farther on, is Erdalen, with a saw-mill and a number of houses, where several old moraines and primeval beaches are distinguishable. Above it rises the Erdalsnut. On the opposite bank of the

fjord is the *Hotlenut*, beyond which lies the *Simodal* (p. 61), with the snowy plateau of the *Hardanger Jøkul* (p. 62) in the background. We next observe on the left the bare *Vindaxlen*. The scenery here is wild and grand, but is destitute of the softer characteristics of the Ulviksfjord. The next station, Vik, is 18 Kil. from Ulvik, but is not farther distant from Stavanger or Bergen than Ulvik.

15 M. (96 Kil.) Vik i Oifjord (\*Inn kept by the brothers Nasheim, somewhat dear), situated in a bay on the S. side of the Eidfjord or Oifjord, is the starting-point for the Voringsfos, one of the finest waterfalls in Norway, and also for other excursions of great interest. The church of Oifjord, 10 min. from the pier, stands on a moraine (Vor), which is intersected by the river descending from the Oifjordsvand.

EXCURSION TO THE VØRINGSFOS, 8-10 hrs., there and back, including 2 hrs. spent in crossing the lake. Guide from Vik 3 kr. 20 ø., horse from Sæbø 3 kr. 20 ø. Good walkers may dispense with both. At Næsheim's Inn 80 ø. is charged for keeping the new route in good repair. Enquiry should be made about the inn at the Vøringsfos, as it is sometimes necessary to take provisions.

We walk across the Eid, or neck of land between the fjord and the (20 min.) Øifjordsvand (54 ft. above the sea-level), a lake enclosed by huge, abrupt, and barren rocks, over which several waterfalls are precipitated, and which glisten like silver after a fall of rain. Here we obtain a boat (80 ø.; the boatman lives at Gjellero, a little to the right, and is usually attracted by shouting) to take us to the upper end of the lake (4 Kil.; 1 hr.). On the right a path diverges to Gaarden Kvam (Kvam, rocky basin), whence the Kvamfos descends; and farther on we pass the Borgafjeld, where there is a fine echo. On the left is the Øifjordsfjeld with the Trellefos. At the end of the lake we reach a small fertile plain watered by the Bygdarelr, or Hjælmoelv, descending from the Hjælmodal on the S., and the Bjæreia, which descends from the Maabødal.

Our path ascends the Maabødal. Leaving Gaarden Gaaratun on the right, we soon reach the adjacent farms of Sæbø, Møgeletun, Lilletun, Varberg, and Røise, at all of which horses may be hired. From Sæbø the path, which cannot be mistaken, ascends the moraine to the left, and then descends into the wild Maabødal on the left bank of the Bjøreia, which it afterwards crosses by means of a lofty bridge. In 1 hr. from Sæbø we reach Gaarden Tveithougen, beyond which the path ascends steeply, passing enormous blocks of rock and wild cataracts formed by the river here. In 1/2 hr. more we reach Maabø, a solitary house in the midst of a severe rocky landscape, where the river is lost to view.

The path constructed by the Turistforening now crosses the river and ascends its precipitous left bank to the small, dark-green

Maabovand, beyond which it continues to mount between walls of rock whence large fragments have been precipitated in all directions. A number of small waterfalls descend from these rocks, which seem almost to overhang the path. The vegetation is of an Alpine character. In 1 hr. from Maabo we reach the \*\*Voringsfos, the roar of which has long been audible (small Inn, opened in 1881). The water is precipitated over the rocks at the head of the ravine in a perpendicular leap of 475 ft. into a basin enclosed by walls of rock on three sides. Two ridges of rock divide the river, which comes from the right, into three falls, which however soon re-unite. A dense volume of spray constantly rises from the seething cauld-ron, forming a cloud above it. The scene is singularly impressive. The traveller should approach the fall as closely as possible in order more thoroughly to realise its sublimity. Beautiful rainbow-hues are often observed in the spray, especially of an afternoon.

Before the construction of the path to the foot of the fall it was possible to view it from above only. In order to do this the traveller may ascend by a footpath between the fall and Maabø; or he may return to Maabø and follow the bridle-path ascending the Maabøgalder (Gald, 'rocky declivity') to Gaarden Høl (in 2 hrs.; rough accommodation; guide advisable for either route), situated on a dreary mountain-plateau, about 2200 ft. above the sea-level. The most conspicuous object on this lofty plain is the dense column of spray rising above the waterfall, which had long been observed by the natives of the district and led Prof. Hansteen to the discovery of the fall in 1821.

From Høl we may now, instead of retracing our steps, proceed to the S. across the plateau to the Skisæter and Bærrastøl, and descend into the imposing Hjælmodal, through which a good path descends to Gaaratun and Sæbø (a walk of 7-8 hrs. in all). In this case the night must be spent at Høl. — Or, leaving Høl early in the morning, we may cross the river, ascend through the Isdal, with the Isdalswand, descend a precipitous path, 3000 ft., to Gaarden Threit, and through the Simodal (see below) to the fjord, a rough walk of 10-12 hrs. (in the reverse direction 13-14 hrs.; boat to Vik in 1 hr. more). A guide is necessary for all these expeditions, except the direct excursion to the fall and back (Ole Vik of Sifjord and Aamund Thorsten may be recommended).

EXCURSION TO THE SIMODAL (6-8 hrs., there and back). We row from Vik to (6 Kil.) the head of the fjord in 1 hr.; on our way thither we observe to the N. the loftily situated farm-house of Skaard, and, farther on, above the Simodal, the solitary Gaard Getausen. To the N. from the head of the fjord runs the Aas-Dal, in which, a little beyond Gaarden Aasen, rises a curious isolated rock resembling a tower, nearly 400 ft. in height. The \*Simodal, running from the head of the fjord towards the E., is an exceedingly wild, narrow, rocky ravine, the narrowest part of which, called Helvedet ('hell'), is at Gaurden Mehus, where the towering rocks above may be seen through the Lior ('smoke-hole'). At Threit, the highest of the three gaards, tolerable quarters may be obtained. Near it are several Koldehuller ('ice-cavities') resembling those in the Osedal (p. 59). A little above Threit is the Skytjafos, a fine waterfall 2000 ft. high, part of which is a perpendicular leap of 700 ft.; and at the head of the valley, which terminates abruptly in a huge wall of rock, is the imposing Rembesdalsfos, descending from the Rembesdalsvand, a lake to the N.E., to which a glacier of the Hardanger Jokul (5565 ft.) descends.

From Vik i Hifford, Kinservik, Ultensvang, Espen, and Skjæggedal, rough and fatiguing mountain-paths, rarely trodden except by reindeerstalkers, cross the wild and desolate Hardanger Vidde to the Hallingdal and to Thelemarken in 2-3 days. All the Thelemarken routes unite at the base of Haarteigen (5550 ft.), a mountain of truncated conical form (Teig, Teigjen, 'an allotment of land', 'a clearing'), where an excellent idea of the extremely bleak and dreary character of the Norwegian 'Høifjeld' scenery may be formed. On every side extends a lofty and sterile table-land, rarely relieved by mountain-summits, while the distant snow-mountains (Gausta, Hardanger Jokul, and Storfonn) present a flat and shapeless appearance. Far and wide not a trace of human habitations, or even a valley suggestive of their existence, is to be seen. The angler, however, will be interested to hear that the numerous mountain-lakes teem with life (excellent 'Fjeldørreter' or mountain-trout), while the sportsman will often have an opportunity of shooting wildfowl, eagles, and reindeers, the last of which follow the migrations of the lemmings (see p. 151). The atmosphere on this mountain-plateau, 3000-4000 ft. above the sea-level, is exceedingly clear and bracing, but mists and storms are of frequent occurrence. — Travellers or sportsmen traversing this region must spend one or more nights in a sæter, in the hut of a reindeer-stalker (Vejdemænd) or fisherman, or in a still more wretched Fælæger (p. 133), or shepherd's hut, no other shelter of any kind being procurable.

From Vik i Øifjord to Odde. The steamer skirts the S. bank of the Eidfjord, the highest summit of which is the Skoddals-Fjæren. Some of the steamers touch at Ringeen, on the E. bank, near the mouth of the fjord, a little beyond which we steer into the narrow arm of the Hardanger called the \*\*Særfjord('south fjord'), 6 M. (24 Engl. M.) in length, its entrance being formed by the Tronæs on the W. and the Kirkenæs on the E. side. The next station, about 4 M. from Vik, is —

12M. (76Kil.) Grimo (\*Inn), a pretty place on the W. bank, which is well cultivated here, and yields the morella and other cherries in abundance. A beautiful walk may be taken to the S. to (20 min.) the top of the Haugsnæs, and another to the N. to the (20 min.) Tronæs, which affords a view of the Kinservik (see below). The contrast between the wild and bleak mountains rising above the fjord and the fertile land at their bases is most striking on the Sørfjord, and is most apparent when observed from the banks themselves.

Opposite Grimo, immediately to the S. of the Kirkenæs, is the charming **Kinservik** (anciently Kingsarvik), to which the Husdal descends. The Tveitafos and the Nyastolsfos, two fine waterfalls in this valley, are worthy of a visit. As none of the steamers touch at the Kinservik, travellers intending to visit the place land at Grimo or at Lofthus. A beautiful road leads by Krosnæs to (8 Kil.) Lofthus. — On the same side of the fjord, about 1½ sea-miles from Grimo, is the next station —

13 M. (83 Kil.) Lofthus, or Ullensvang (\*Hans Helgeson Utne's Inn, comfortable), charmingly situated. To the N. is the house of the Sorenskriver (district-judge), and higher up is Helleland ('Hedle-

land') with a curious old Roghus, or house with a 'Ljor' (comp. p. 123). To the S. of the inn is a Convalescent Home, on the hill above which is Oppedal. — The name of the parish is Ullensvang, to the church of which a beautiful road leads through the valley of a river, which, 6 Kil. to the E., forms the waterfall of Biørnebukset (bear's leap). To the S. is the Skrikjofos, 500 ft. high. The interesting old Church is an early-Gothic building, destitute of a tower, with a handsome W. portal. At the E. end of the choir is a Gothic window; above it is represented the head of a bishop, and on the right is a weeping and on the left a laughing face. By the Præstegaard (parsonage) are several fine old limes and ashes. - On this part of the fjord mild W. winds usually prevail in winter, and the water never freezes; but farther to the S., at Odde and in the neighbourhood, cold E. winds are more frequent. — Near Ullensvang are several Koldehuller (p. 59), or cavities in which the temperature never exceeds 38-40° Fahr., and which are used by the natives as cellars.

On the opposite (W.) bank of the fjord are several large farms, the chief of which are Jaastad, Vilure, and Aga. The last-named still contains an old hall lighted from above. Above Aga rises the Solnut, beyond which is the Thorsnut. The glaciers of the Folgefond are visible at frequent intervals. — On this side of the fjord, a little farther S., is the picturesque Vikebugt, on which are situated the station of —

14 M. (90 Kil.) Naae and the farmhouses of *Bleie*, where immediately above the luxuriant fields and gardens are the overhanging glaciers of the Folgefond, from which several waterfalls are precipitated. — Path from Bleie over the Folgefond to *Jondal*, see p. 56.

On the E. bank, a little beyond Ullensvang, we next observe Borve Naustad, splendidly situated. (Rooms at the Landhandler's.) A fine view is obtained here of the glaciers above Bleie and of the whole of the Sorfjord. The numerous boat-houses (Nost) on the bank belong to the small farmers who live on the hill above. An excellent point of view is the pointed and prominent Borvenut (1 hr.). — The next places on the E. bank are Gaarden Sandsto and Sexe; Hovland, with a spinning-mill; Kvalenas, a promontory with a gaard; and then, 1 M. from Naae, —

15 M. (96 Kil.) Espen, with several small farms charmingly situated on the hill.

On the W. bank, to the S. of Naae and Bleie, we next pass Gaarden Lindvik and a mountain torrent which disappears under a large mass of snow. Then Maage, situated on a thick deposit of detritus (Ur, Urd). The next places are Kvitnaa, at the entrance to an imposing valley, with glaciers in the background, and Gaarden Digrenæs, with several waterfalls near it. Between these places, on a commanding hill, stands Gaarden Aase, whence the Folgefond may easily be ascended. (Rowing-boat thither from

Odde, 2 hrs.) — Beyond Digrenæs are Gaarden Apald and Aaen, with the waterfall of that name, also called the Ednafos; then Eitrheim, with the peninsula of Eitnæs, and Tokheim with its waterfall, commanded by the Tokheimsnut, on the S. side of which a path crosses the Folgefond to the Maurangerfjord (p. 55). — The background to the S. is formed by the Ruklenut on the right and the Rosnaas on the left.

On the E. bank, a little beyond Espen, is Fresvik, with its spacious and picturesque amphitheatre of wood, bordered with meadows and corn-fields. On the same bank, opposite Kvitnaa, are Gaarden Skjælvik, situated in another wooded bay, and Gaarden Stana, at a dizzy height above which is Isberg. Farther on is the Tyssedalsnut, below which lies the hamlet of Tyssedal, where the captain of the steamer will usually stop to allow passengers bound for the Skjæggedalsfos (see p. 66) to disembark. We next observe Gaarden Freheim, on the hill, beyond which we soon reach (about 2 M. from Espen)—

17 M. (109 Kil.) Odde (\*Ole Prætsgaard's Inn, near the pier; Baard Aga, 200 paces from the pier, a little inland; \*Vetterhus, on the fjord, near Aga's), situated at the S. end of the Sørfjord. The name ('tongue of land') applies properly to the large Church of the parish. The principal farms around the church are Bustelun, Opheim, and Bergeflot. The guide Thore Horre frequently plays national dance-music on the Hardanger violin for the entertainment of visitors. The peculiarity of the instrument consists in its having six strings under the four upper (g, d, a, e; the two lowest being encased in a coil of steel wire), tuned either in unison or in harmony with them, and so placed that they sound when the upper strings are touched, thus producing a pleasing effect.

Walks. (1). To  $(\frac{1}{2} \text{hr.})$  Tokheim, on the W. bank, commanding fine views of the fjord.

(2). To the \*Sandvenvand (280 ft.), to the S. of Odde, there and back 1½-2 hrs. (carriage-road). The route to it is by the high-road, ascending the Eid, an old moraine. At the top of the hill the Aaboelv, issuing from the Sandvenvand, forms a fine waterfall. On the right, rising above the lake, are the Eidesnut and Jordalsnut, between lies the Jordal (see below); to the N. the view embraces the whole of the Sørfjord, with the Oxen (p. 58) in the extreme distance. By following the road for 20 min. more along the E. bank of the lake, passing under threatening walls of rock and over fields of Ur (p. 63), we obtain a \*View of the entire Buarbræ and the Folgefond; farther to the left is the Kjøndals-Fos, opposite which is the Strandsfos, descending from the Svartenut (with a bridge).

EXCURSIONS FROM ODDE. (1) To the BUARBRÆ, a very interesting excursion of  $4^{1}/_{2}$ -5 hrs., there and back (guide unnecessary). We walk or drive to the (20 min.) Sundvenvand (see above) and cross

the bridge; then row across the lake (fare about 1 kr. 20 s. for one rower) to the (20 min.) entrance to the Jordal, where the boat waits, and where we obtain a view of the huge ice-masses of the Folgefond. We then walk, crossing the first bridge, to (5 min.) Gaarden Jordal, and afterwards cross (20 min.) a second bridge, beyond which the path follows the left bank of the Jordalselv. Stony path. In 1 hr. more we pass Gaarden Buar (Hardanger beer and other refreshments) on the left, beyond which lies a small plain. From this point to the foot of the \*Buarbræ, of which we are now in full view, 20 min. more. Travellers are particularly cautioned against attempting to enter the blue ice-grotto. By ascending the hill to the right we shall have an opportunity of observing traces of the steady advance of the glacier, which amounted to 260 ft. in 1870, and to no less than 12 ft. in one week in 1871. The foot of the glacier is 1000 ft. only above the level of the fiord. or 700 ft. above the Sandvenvand, and in its immediate proximity are barley-fields and well-grown trees. The glacier is divided into two arms, which afterwards unite, by the Urbotten, a ridge of rock, and consequently has an unusually large central moraine. The Jordal itself is an object of attraction on this excursion, being bounded by picturesque and precipitous rocks, and enlivened with an abundant growth of birches, elms, and other trees.

Good mountain-walkers may ascend on the right side of the glacier to the Folgefond, skirt the Eidesnut and the Ruklenut, and passing the Tokheimsnut descend to Tokheim and Odde, a very grand and interesting, but fatiguing expedition of 10-12 hrs. in all (guide 4-8 kr.).

(2). To the LOTEFOS (6-8 hrs., there and back). A carriole or 'Stolkjærre', with seats for two persons, may be hired for the whole excursion. The traveller is advised not to waste time by changing horses at Hildal and should take some provisions.

The route is at first the same as that above described. At the end of the Sandvenvand, 10 Kil. from Odde, lies the farm of Sandven, near which are the slow station of Hildal (330 ft.) and the Vafos or Hildalsfos. The valley gradually contracts till it forms a Djuv. or narrow ravine, through which the brawling Gransdalselv forces its passage. About 5 Kil. from Hildal we reach the \*Lotefos and Skarsfos, the waters of which unite near the road. Opposite is the \*Espelandsfos, descending in the form of a veil, and one of the most picturesque waterfalls in Norway. The traveller may now drive on for 20 min. more, alight, and walk to the (8 min.) gaards of Skare, where several interesting old timber-buildings (Reastue. Stabbur or store-room, and Lee or granary) and picturesque costumes are to be seen. The traveller may view the Lotefos from above by ascending from Skare to the (1/2-3/4 hr.) Lotevand, from which first the Skarsfos and then the Lotefos issues. Several mills have been established by the side of the fall. The lofty cloud of spray, through which the Espelandsfos is visible, has a very curious effect.

If, as may conveniently be done, this excursion be combined with a visit to the Buarbræ, the vehicles are left at the farm of Sandven until

the travellers return from the glacier.

(3). From Odde to Gorsboth and Gorsvingane (p. 30), one of the finest excursions from Odde, extending farther in the direction of Thelemarken than the above; there and back 10-12 hrs. We drive to †Seljestad (tolerable quarters) and change horses there for the drive to the top of Gorsvingane and back. No refreshments can be obtained on this route except coffee and bread and butter at Seljestad. — The traveller is not recommended to extend this excursion to Roldal (there and back 1½ day).

(4). From Odde across the \*Folgefond to the Mauranger Fjord (see p. 55), a fatiguing, but very interesting walk of 8-10 hrs. (guide 12-16 kr.; Lars Olsen Bustetun and Svend Tollefsson are recommended; the latter understands English; horses may be

hired at Odde).

(5). From Odde to FJERE, on the Aakre-Fjord, the N.E. branch

of the Stavanger-Fjord, see p. 49.

(6). From Odde to the Skjæggedalsfos, 10-12 hrs., there and back. As in the case of the excursion to the Veringsfos, the scenerv on the route is very picturesque, and is almost as great an attraction as the fall itself. About one half of the excursion is performed by water, the remainder on foot, riding being impracticable. The actual walking takes about 5 hrs. only, but the path, though improved by the Turistforening, is at some places still very rough and steep. Ladies, however, also make this excursion. A guide (4 kr.) and a supply of provisions had better be taken from Odde. We row from Odde along the wild E. bank of the Sørfjord, passing a group of rocks called 'Biskopen, Præsten, og Klokkeren', and just beyond the mouth of the Tyssaa, which falls into the lake in a cascade framed with dark pines, we land at Plads Tyssedal (p. 64). The gaard of that name lies prettily on the hill, to the left. We now ascend through wood, enjoying beautiful retrospective views of the fjord and the Folgefond and its glaciers. The woods of the Tyssedalsnut (to the N.) and the Threitnut (to the S.) still contain numerous bears, which, however, are very rarely seen in summer. After 1/4 hr. we pass a second fall of the beautiful clear green river, and in another 1/4 hr. a third. The path ascends steeply over 'Ur' and roots of trees. In 3,4 hr. more we pass a small pasture on the left, where bilberries, the Caluna vulgaris, and other wild plants grow abundantly. We next reach (1/4 hr.) a hay-hut, at the foot of the Svelberg, near which is a cavity in the rock used by the natives as a kind of kitchen. This is the highest point on the route, about 1800 ft. above the fjord. The path next descends the Fladberg, and in 1 hr. more reaches Gaarden Skjæggedal (about 21/2 hrs. from Tyssedal; coffee, good trout, and a bed of hay if necessary). On the left the Mogelifos descends from the Mogelinut, and on the right is the Vasendenfos, the discharge of the Ringedalsvand.





At the foot of the latter waterfall is the Vetlevand ('small lake'), which we cross by boat in a few minutes; and ascending thence for 8 min. more across the Eid, or neck of land separating the two lakes, we reach the extremely picturesque and exquisitely clear Ringedalsvand (about 1500 ft. above the sea), with the huge Einsætfjeld rising towards the S. (A high wind sometimes prevails here, while the fjord below is quite calm, in which case the night must be spent at the gaard, or the excursion must be renounced altogether. A second rower is desirable, but not always procurable; fee 1 kr. 80 ø.). This magnificent mountain-lake is 8 Kil. in length, and the row to its upper end takes nearly 11/2 hr.; about halfway we enjoy a fine retrospective view of the huge snowmantle of the Folgefond. On the left, farther on, the picturesque Tyssestrenge fall from a precipice upwards of 500 ft, high, uniting in one cascade about halfway down the face of the rock. On landing at the upper end of the lake, we ascend across 'Ur' to the (20 min.) foot of the \*Skjæggedalsfos, or properly Ringedalsfos, which descends in an unbroken leap of 530 ft. In summer, however, the volume of water is somewhat scanty, but in spring (Flomtid) and after heavy rain the effect is very grand.

### 10. Bergen and Environs.

Arrival. . The large sea-going steamers cast anchor in the harbour, whence passengers are conveyed ashore in small boats (20 m. each person). The smaller vessels lay to at the *Holbergs Almenning*. Porter (*Bærer*) to the principal hotels, <sup>1</sup>/<sub>2</sub>-1 kr. — Travellers leaving Bergen by steamboat should, if possible, secure berths by going on board in person several hours or the day before the vessel starts. — The Railway Station (Pl. 1) is in the S. part of the town, near the Lille Lungegaardsvand.

is in the S. part of the town, near the Lille Lungegaardsvand.

Hotels. \* Holdy's Hotel (Pl. c), in the street called Engen, about 20 min. from the steamboat-quay, R. 1½-2. B. 1½. D. 2½ kr., L. and A. 1 kr. 20 g.; baths in the house. \*Scandinavie (Pl. b), in the Plads called Klosteret. 10 min. from the quay; \*Nordstjernen (Pl. d), Raadstue-Plads, near the Exchange, and 20 min. from the landing-place; \*Hôtel Berger (Pl. a), Strandgaden, to the E. of the Nykirke; these three are less pretending than Holdt's. — Hansen, Hollender-Gaden, adjoining the Korskirke; Britannia, Campbell's, all in the Strandgade, to the E. of the Nykirke; Smith's, Strandgade, to the W. of the Nykirke; all second-class. In summer the hotels are often full. The innkeepers supply wine and heer, but spirituous liquors must be purchased at a shop. — Restaurants beer, but spirituous liquors must be purchased at a shop. - Restaurants at the hotels. Beer Saloon in the Nordstjern Hotel. - Madsen, confectioner, Torv-Almenningen.

Carriages to be had of Høyer, a 'Vognmand' in the Musægade. Cab-

stands at the Exchange and the steamboat-pier.

Boats, here called Flot (Flotmand, 'a boatman'), according to tariff (Taxt). Persons in want of a boat hail one by shouting 'Flot', to which the boatman usually replies, 'Ja vel, Mosio'. A trip towards the N.W. is described as udover, towards the Torv at the head of the bay as indover, towards the N.E. side (Fløifjeld) as opover, and to the S.W. as nedover.

Post Office (Pl. 6), Smaastrandgaden. Telegraph Office (Pl. 2), at the

back of the Exchange (p. 72).

Shops. \*Hammer, Strandgaden, Norwegian antiquities, modern silver ornaments, and pictures Brandt, Strandgaden, furs: Kahrs, Strandgaden, fishing-tackle, travelling requisites, alpenstocks; Michelsen, Strandgaden,

wood-carvings; Giertsen, Nygaard, and Flor, booksellers, all in the Strandgade; also Beyer, Kong Oscar's Gaden, opposite the Korskirke. Vedeler, Torvet, figures in Norwegian costumes. — Spirits and Liqueurs at the not very numerous shops belonging to the company (Brændevins-Samlag), which monopolises the trade in spirituous liquors. At some of the shops which monopolises the trade in spiritudus liquors. At some of the shops liquors are sold in bottles only, at others by the glass. The shopkeepers are the servants of the company, and derive no profit from the sale. After payment of a dividend of 5 per cent, the surplus profits are paid to the municipality. The 'permissive act' under which the company has bought up all the licenses to sell spirits, has been adopted by many other Norwegian towns and parishes, and is said to have produced most borofficial results. beneficial results.

Banks. Norges Bank, Credit-Kassen. and Privatbank, all in the Torv. Baths. Warm, in the Sygehus (Pl. 3) and at Holdt's (Pl. c), both in Baths. Warm, in the Sayset (Pl. 8), by the fortress; for gentlemen 7-9 and 3-8 o'clock; for ladies 10-2 o'clock.

Theatre, in the Eng (p. 73).

Music in the Park several times weekly, 12-1, also 8-10 p.m. (adm. 10 \(\empi\)); also near Christie's Statue.

Consuls. British. Mr. H. D. Janson, Strandgaden, S.W. side, a few

doors S.E. from the Smørs-Almenning. American, Mr. F. G. Gude. German, Hr. C. Mohr.

English Church Service in summer in the 'Gamle Musaum' schoolhouse, on the N. side of the Lille Lungegaards-Vand, near the Park, and

5 min. from Holdt's Hotel.

Steamboats. To Stavanger (R. 8), several times daily, direct and indirect; to the Hardanger Fjord (R. 9), thrice weekly; to Christiania, six times weekly; to the Sognefjord (R. 14), five times weekly; to Throndhjem (R. 19), four times a week; to Hammerfest, thrice a week; to Vadse, once weekly. Comp. the 'Erindringsliste' in Norges Communicationer.

Bergen (N. lat. 60°23'), one of the oldest and most picturesque towns in Norway, with 34,000 inhab., lies on a hilly peninsula and isthmus bounded on the N. by the Vaag and the Bufjord, on the S.E. by the Lungegaards-Vand, and on the S.W. by the Puddefjord. In the background rise four mountains, about 2000 ft. in height, Blaamanden (Floifjeldet) to the N.E., Ulriken to the S.E., and Lovstakken and Lyderhorn to the S.W.; but the citizens, on the analogy of the seven hills of Rome, enumerate seven (Sandviksfjeldet, Fløifjeldet, Ulriken, Løvstakken, Damsgaardsfjeldet, Lyderhorn, and the Askefjeld in the island of Aske to the N.W.). The armorial bearings of the town also contain seven hills (formerly seven balls). The climate is exceedingly mild and humid, somewhat resembling that of the W. coast of Scotland; the frosts of winter are usually slight and of short duration, the thermometer very rarely falling below 15-20° Fahr., and the average rainfall is 72 inches (in the Nordfjord about 78 in., at Christiania 20 in. only). The mean temperature of the whole year is 45° Fahr (Christiania, 41°), and that of July 58° (Christiania, 62°). Owing to the mildness of the climate the vegetation in the neighbourhood is unusually rich; flowers are abundant, while grain and fruit in ordinary seasons ripen fairly well. Like most of the Norwegian towns and villages, however, Bergen and its smiling environs are closely hedged in by sterile, rocky mountains. The town is rapidly extending to the S.E., towards the Lille and Store Lungegaards Vand, picturesque sheets of water, which, however, are apt to have

an unpleasant stagnant smell in warm weather, especially at low tide. They are both connected with the sea, and each is crossed by a bridge at its outlet, the mouth of the latter being called *Strømmen*. The older and more interesting part of the town, which still bears traces of its antiquity, lies on the S. and E. sides of the *Vaag*, a bay of the *Byfjord*, and the chief harbour of the town.

The part of the town situated to the S.E. of the harbour. having been burned down in 1855, has been rebuilt in a handsome modern style, but the other quarters (Kvartaler) consist of closely built wooden houses painted white. Many of the houses are roofed with red tiles, which present a picturesque appearance. The streets running parallel with the harbour are called 'Gader', the lanes and passages 'Smuger' or 'Smitter', and these are intersected at right angles by wide open spaces called 'Almenningen', destined chiefly to prevent the spreading of conflagrations. Notwithstanding this precaution, Bergen has been repeatedly destroyed by fire, as for example in 1702, the disaster of which year is described by Peter Dass in two pleasing poems ('Samlede Skrifter', i. 1874). It is from these open spaces only, and from the Tydskebrygge, that a view of the harbour is obtained, the greater part of its banks being occupied by ware-houses (Søgaarde). A conduit now supplies the town with water from Svartediket (p. 75), affording much greater facilities for extinguishing fires than formerly existed.

The inhabitants of Bergen, like the Horlændinger and Vossinger, are more vivacious in temperament than those of other parts of Norway, and are noted for their sociability and light-heartedness. On holiday occasions their merry songs and lively chat testify to the buoyancy of their spirits, while at the same time they are a sober and frugal race. Waterproofs and umbrellas are quite as much in vogue here as in England, and they are certainly far more necessary. — Most of the better-educated inhabitants speak English or German, or both these languages.

Bergen (from Bjørgvin, 'pasture near the mountains') was founded by King Olaf Kyrre in 1070-75 on the site of the old royal residence of Aalrekstad, at the E. end of the present harbour, which at that period ran inland as far as the Cathedral. The town must soon have become an important place, as the greatest battles in the civil wars of the subsequent centuries were fought in its neighbourhood. In 1135 Magnus Sigurdssøn was taken prisoner here and deprived of his sight by Harald Gille, who in his turn was slain by Sigurd Slembe the following year. In 1164 Harald's son Sigurd Mund was killed by the followers of his brother Inge on the quay of Bergen. In 1181 a naval battle took place near the Nordnæs between kings Magnus and Sverre; and in 1188 the Kuvlunger and Oskjegger were defeated by Sverre at the naval battle of Florvaag (near the Askø). Ten years later, during the so-called 'Bergen summer', the rival parties of the Birkebeiner and the Bagler fought against each other in the town and neighbourhood. In 1223 a national diet was held at Bergen, at which Haakon Haakonsøn's title to the crown was held at Bergen, at which Haakon Haakonsøn's title to the crown was held at Bergen was the largest and busiest town in Norway, and boasted

of no fewer than thirty churches and monasteries, and of many handsome buildings, of which but few traces now remain. For its subsequent com-mercial prosperity the town was indebted to the Hanseatic League, which established a factory here about the middle of the 15th century. From the Comptoir of the factory the German merchants were known as Kontorske, and the nickname of Garper (probably from garpa, 'to talk loudly), was also applied to them. These settlers having obtained various privileges from the Danish government, gradually succeded in monopolising the whole trade of northern and western Norway, and in excluding the English, Scotch, and Dutch traders, and even the Norwegians themselves, from all participation in their traffic. These foreign monopolists, however, after having wielded their authority with great oppressiveness for upwards of a century, were succesfully opposed by Christopher Valken-dorf in 1559, after which their power gradually declined. Their 'Comptoir' continued to exist for two centuries more, but at length in 1763 the last remnant of their property was sold to a native of Norway.

Down to the beginning of the 17th cent. Bergen was a much more important commercial place than Copenhagen, and even at the beginning of the 19th cent. it was more populous than Christiania. (At the present day Christiania carries on 32 per cent of the whole trade of Norway, while Bergen's proportion is 16 per cent only.)

Among the natives of Bergen who have attained celebrity may be mentioned Ludwig Holberg, the traveller, social reformer, and poet (d. 1754), Johan Welhaven, the poet (d. 1873), J. C. Dahl, the painter (d. 1857), and Ole Bull, the musician.

Fish has always been the staple commodity of Bergen, which is the greatest fish-mart in Norway. The Hanseatic merchants compelled all the northern fishermen and traders to send their fish to Bergen, and down to the present day the trade still flows mainly through its old channels. In May and June occurs the first Nordfar-Stævne ('arrival of northern seafarers'), when the fishermen of the N. coasts arrive here with their deeply laden Jægter, vessels which still retain the shape of the ancient dragon-ships of the Vikings. Their cargoes consist chiefly of train-oil (manufactured from the liver of the cod or the torsk, and either 'blank', i. e. colourless, 'brun-blank', or 'brun') and roe (Rogn); and in July and August (the second 'Stavne'), they bring supplies of 'Klipfisk' and 'Rundfisk' (comp. p. 239; see also O. N. Løberg's 'Norges Fiskerier'; Christiania, 1864; pp. 135, 139, et seq.). Bergen also possesses a considerable mercantile fleet, including several steamers trading with New York, and the largest shipbuilding yards in Norway (as that of Brunchorst & Deekes on the Puddefjord; Braadbanken, by the Tydskebrygge; another at Laxevaag; and a Mekanisk Værksted or engine-factory on the Solheimsvik).

Public Buildings. The most interesting are the Kongshall and \*Valkendorf's Taarn near Bergenhus. (Permission to be obtained from the commandant; fee to the soldier who acts as a guide,  $\frac{1}{2}$ -1 kr.). The historically interesting hall, erected in the 13th cent., and once a royal banquet-room, was long sadly neglected but has recently been restored. Valkendorf's Tower, also known as the Rosenkrantz Tower, originally built by Haakon Haakonsen in the 13th cent., was enlarged by Rosenkrantz in 1565, and restored in 1848. The name includes two towers,

of which the older is on the S. side. The interior, which contains several handsome chimney-pieces, is now used as an Arsenal (interesting flags). The gallery at the top commands an excellent survey of the harbour and the town. The parapet bears the inscription: 'Patientia fertilis arbor'.—The adjoining fortress of Bergenhus contains the House of Correction ('Slaveriet'), to the N. of which is the ancient \*Sverresborg, now converted into a pleasant promenade.

Off the fortress of Bergenhus a naval battle took place in 1665 between an English fleet of fourteen frigates, commanded by Admiral Thomas Tiddiman, and a Dutch mercantile fleet of sixty East Indiamen, under the command of Admiral van Bitter. The Dutch vessels had sought refuge under the guns of the fortress, the Danish commandant of which, Gen. Cicignon, without special instructions, took the part of the Hollanders. The English vessels were ranged in a semicircle extending from Bergenhus to Nordnæs, while the Dutch lay between Braadbænken and the Nykirke. After a contest of three hours, during which several cannonballs (now gilded) struck Valkendorf's Tower, the Cathedral, and the Stadport, the united Dutch and Danish arms were victorious, and the British fleet was compelled to retreat with a loss of 600 killed and wounded.

On the hill on the opposite side of the harbour rises Fort Frederiksberg, now a Brandvagt or fire-station, adjoining which is the Observatory. On this hill there are also several excellent points of view, one of the finest being the neighbouring Forskjønnelse, between the Nykirke-Almenning and the Holbergs-Almenning. The latter 'Plads' derives its name from Ludvig Holberg, who was born in a house here (now demolished) in 1684. (See Prutz, 'Ludwig Holberg, sein Leben und seine Schriften', Stuttgart, 1857).

Churches. Bergen is said to have once boasted of no fewer than 32 churches, the largest of which were the Christkirke, in which Haakon Haakonsøn (1264) and other Norwegian kings are interred, the Apostelkirke, an imitation of the Sainte Chapelle at Paris, St. Olaf's, St. Nicholas's, and St. Columbus's. It also possessed several monasteries, including that of Munkliv on the Nordnæs, the foundations of which were recently discovered in the Plads called Klosteret, but are not now visible. None of these buildings, however, now exist, and there are four or five churches only worthy of notice. The St. Mariæ Kirke, or Tydsk Kirke, to the E. of Bergenhus, built in the 12th cent, and extended in the 13th, has a Romanesque nave, a Gothic choir, and two modern towers, and contains an interesting pulpit and altar. For a long period the services in this church were conducted in German exclusively, afterwards in German and Danish alternately, and now in Danish alone. Several of the interesting Tombstones bear German names, some of which date from the first half of the present century. When the Kuvlunger were dispersed by King Sverre in 1188, Jon Kuvlung, their chief, was slain, and his remains were buried in this church. In 1206 the Birkebeiner (Haakon Jarl and Peter Steyger) signally defeated the Bagler (Philip Jarl and Erling Steinvæg) on the ground between this church and that of St. Lawrence, a little to the N., and a number of the latter were also interred here.

The Cathedral, or St. Olaf i Vaagsbunden ('at the head of the creek'), originally a monastery-church, erected in 1248, was rebuilt in 1537 and restored in 1870. The interior, consisting of a nave with a single S. aisle, contains nothing worthy of notice. The Gothic windows and the portal in the lower story of the tower are interesting. The font consists of a basin inserted in a laurel-wreath borne by an angel suspended from the ceiling. — Near the Cathedral are the Kathedral-Skole, or Latin-Skole, the Søfarendes-Fattighus (sailors' hospital), and the Spetal, or St. Jørgen's Hospital, for the reception of 'Spedalske' or lepers.

The Korskirke, or Church of the Cross, in the Hollandergade, where Nils Klim, famous for his 'Subterranean Journey' (p. lxxxvi), was once sacristan, is uninteresting. — In the neighbourhood are the streets of the Skomagere, Skinnere, Bagere, Guldsmede, and Barberer, deriving their names from the 'fif Amten' or five handicrafts of the German artizans once settled here. The great fire of 1855 extended to this point. — The Nykirke on the Nordnæs is a plain edifice, but the Roman Catholic St. Paulskirke (Pl. 4) deserves notice.

At the head (S.E. end) of the harbour, lies the Torv, or Market Place, adjoined on the N. by the Vitterslevs-Almenning, and on the S. by the Torve-Almenning. In the former is situated the new Covered Market, usually known as the Basar, a handsome edifice in brick and stone, completed in 1877. From this point a winding road ascends to the spurs of the Floifjeld, or we may proceed to the left through the Øvre Gade to the Mariækirke. In the opposite direction is the Torve-Almenning, ascending to the S., and containing the handsomest modern buildings in the city, including the Exchange (Pl. 2), the principal banks, and some of the best shops. At the top of the hill rises the Statue of Christie, the president of the first Norwegian Storthing, which concluded the convention with Sweden in 1814 (comp. p. 113). The statue is by Borch. The right hand holds a scroll bearing the words, 'Norge Riges Grundlov' ('fundamental law of the Kingdom of Norway'). At the S. end of the Plads is the Town Library. - From the Torv, at the head of the harbour, projects a pier called Triangelen from its shape, at which the fishermen of the neighbourhood, called Striler, and said to be of Scotch origin, usually land their fish. The \*Fish Market held here is very interesting, especially on Wednesdays and Saturdays, from 8 to 10 o'clock.

To the N. of the Torv, on the N.W. side of the harbour, extends \*Tydskebryggen, or the German Quay, bordered with a long series of warehouses, painted white, with large windows. In front of each rises a wooden Vippebom, or crane of simple and primitive

construction, used in unloading the fish brought to Bergen by the Northmens' smacks. The Tydskebrygge, the ancient Hanseatic quarter, assumed its present form after the fire of 1702. Here resided the clerks of the Hanseatic merchants of Bremen, Lübeck, and other towns belonging to the League. Owing probably to the jealousy subsisting between the rival nations, these clerks were forbidden to marry. There were sixteen different gaards, named as follows (reckoned from the Torv): Finnegaarden, Dramshusen, Bratten, Leppen, Rævelsgaarden, Solegaarden, Kappen, Kjælderen (which contained the old Exchange), and the Holmedals, Jacobs, Svends, Enhørnings, Breds, Bue, Engel, Søster, and Guldsho Gaarde. Each gaard was subdivided into Stuer, or suites of apartments, belonging to different proprietors, who met on certain occasions in their Skyttningsstue, or council-room. A chamber of this kind is still preserved in the Dramshus. In the Klever, or small rooms on the second or third floor, were lodged the servants of the establishment. Yngvar Nielsen, in his history of Bergen (Christiania, 1877), points out that the Skyttningsstue and the whole arrangement of these gaards are of genuine old Norwegian origin, and were not imported from Germany. Each gaard was presided over by a Bugherre, and each merchant had a clerk and one or more servants (Byløber) resident here.

On the peninsula of Nordnæs, extending from the Torve-Almenning to the N.W., lies the greater part of the town, the principal streets in which are the long and busy Strandgade and Markevei. In the Muralmenning is an old building called Muren ('the wall'), with a passage through it. One of the finest views in Bergen is obtained from the Frederiksberg (see above), the highest part of the Nordnæs. At the S.E. end of the Nordnæs, and a little to the W. of the Torve-Almenning, lies Engen (formerly Jonsvold), the largest 'Plads' in the town, where the Theatre (W. angle) and the Picture Gallery of the Kunstforening (near the E. corner) are situated. The latter chiefly contains modern works, including a number by Tidemand, Bodom, and Eckersberg. Among the older are: Mary, Princess of England, by Van Dyck; an Entombment, by T. Mengs; and the Rügianer seeking to purchase their liberty from the Holsteiners, 'a drawing by Carstens (1779).

The Museum, a handsome building completed in 1865, on the Sydnæshoug, a hill rising to the S. of Engen, contains several valuable collections. It is reached either by following Olaf Kyrre's Gaden, which passes on the left the large and handsome building of the Arbeider-Forening (artizans' club), and then turning to the left into Christie's Gaden; or by the latter street, which passes the Lille Lungegaards-Vand, the Railway Station (Pl. 1), and the tastefully built Roman Catholic church (p. 72) on the left. The Museum is open to the public on Mondays, Wednesdays, and Fridays, 11-1 o'clock; on Sundays 11.30 to 1.30 and (in summer)

4-6; at other times admission 25 σ. each person. On the grounds floor is the *Library* (Tues., Thurs., Sat., 11-1).

In the entrance-hall, to the right, are two carved wooden Churchportals from Sognedal, probably 16th cent., and several Runic monuments.
The Antiquarian Collection (good catalogue by Lorange, 50%), on the groundfloor, consists chiefly of tankards, and carved cabinets, wardrobes, and
beds, including a handsome bedstead of the 17th cent., probably of Dutch
workmanship, and a curious writing-desk of the same period. — The
Ethnographical Collection comprises china, drinking-horns, guns, early
frescoes, well-preserved ecclesiastical vessels, fonts in soapstone, and a
fine altar-piece in carved oak with wings, probably Cologne workmanship
of the beginning of the 16th cent.; also implements of the flint and early
iron periods.

The Natural History Collection (first floor; catalogue 25 g.) comprises an interesting and very complete set of specimens of Norwegian fish and marine animals (several fine seals and walruses, curious sun-fish, etc.), all of which are labelled with the Norwegian and the Latin names.

Walks. One of the most interesting walks in the immediate vicinity of the town is afforded by the \*Drammensvei, a new road running along the side of the Floifjeld, to the N.E. of the town, and commanding an extensive view of the town and environs. We may ascend to it either from the N. of the town, near Fredens Bolig, or from the Vitterlevs-Almenning, passing the Brandvagt. Near the Brandvagt is a lime-tree out of which grows a mountainsh. The Drammensvei was constructed with the profits of the 'Brandevins Samlag' (p. 68), and is to be prolonged to Svartediket (p. 75). The name is derived from 'dram', a glass of spirits.—A more extensive view is gained from the iron vane ('Floien') at the top of the hill (820 ft.), to which it has given its name.

Another interesting walk may be taken to the N. of the Mariækirke, passing to the E. of the Sverresborg, to Skudeviken, and along the coast to Sandviken, with the Storemolle. We may return thence by ascending the bank of the Mulelv, which issues from the Skrædderdal, as far as Smaamøllen, and crossing the hill by a road which passes the Rothoug. A number of pleasant villas are passed, and a fine view obtained of the Skjærgaard ('belt of islands', of which the Askø is the most important) and of the mountains to the S. of Bergen.

A very favourite walk is from the Cathedral by Kong Oscar's Gaden, past the pretty Cemetery of St. Jacob, which contains a monument to Christie, to the Stadsport (Pl. 9), where the municipal archives are preserved. To the right, farther on, is the finely situated Cemetery, whence we obtain a beautiful view of Ulriken, Lovstakken, and other hills rising beyond the Store Lungegaards-Vand. To the left, at the base of the Floifjeld, amid rich vegetation, are a number of pleasant villas. We next observe the public promenade called Forskjønnelsen (Pl. 12), and on the right the Pleiestiftelse for lepers and Lungegaards Hospital. About 10 min. walk from the Stadsport is Kalfaret ('Calvary'; connected with which there was formerly a 'Jerusalem' and a 'Nobiskrug'). The road in a straight direction leads to Floen and Mollendal. That

ascending to the left leads into the Kalvedal (refreshments). Farther on, about 11/2 Engl. M. from the gate, is \*Svartediket, formerly called Aulrekstadvand, a lake enclosed by barren rocks, whence Bergen is supplied with water. The Ulriken is a very conspicuous object from this point. The scene here is so bleak that it is difficult to believe that we are almost within a stone's throw of rich vegetation.

We may now cross the outlet of the lake, proceed to the right to Møllen, and descend by a beautiful shady road to the Store Lungegaards-Yand (formerly Autrekstudsvaug), whence a road leads back to Kalfaret, while another leads to the S. round this picturesque sheet of water to the Nygaardsbro, the bridge crossing the Store Strom. This 'stream' connects the Lungegaards-Vand with the Solheimsvik (and the Puddefjord), and the tide which flows in and out serves as a motive power for several mills, which are thus always kept going except at high and at low water. A pleasant avenue called the Nygaards-Allee (planted in 1750) leads from the Nygaardsbro past the Museum into the town.

A short excursion may be taken from Nostet, to the W. of Engen, A short extension may be taken him traster, to the W. Of Engeli, by a small steamer which starts from the landing-place here every 1/4 hr., across the Puddefjord to Laxevaag, with its large shipbuilding-yards and dry docks. We then walk to the pretty Gravdal at the foot of the Lyderhorn (1350 ft.), which may easily be ascended from this point, or to the E. along the bank of the Ijord, passing pleasant villas, to Solheimsviken, with its extensive Mekanisk Værksted, and to the Nygaardsbro (see

A pleasant trip may be taken in the small steamer which plies on the two Lungegaard Lakes (every 1/4 hr.). A visit may also be paid by steamboat to Asksen, the large island in the Skjærgaard to the N.W. of Bergen (1 hr.); the Udsigt (Dyrteigen, 1/2 hr.) here commands a splendid panorama of the sea and coast.

## 11. From Bergen to Vossevangen and on to Eide on the Hardangerfjord or to Gudvangen on the Sognefjord.

The new RAILWAY ('Vossebane') from Bergen to Vossevangen (107 Kil. or 66 Engl. M.), to be opened in the summer of 1882, will greatly facilitate a visit from Bergen to the inner ramifications of the Hardangerfjord and the Sognefjord. Until it is opened the traveller may perform this part of the route either by SKYDS or STEAMBOAT. — From Vossevangen to Eide, 30 Kil. (19½ Engl. M.), road with 'fast' stations. — From Vossevangen to Gudvangen, 44 Kil. (28 Engl. M.), also with 'fast' stations.

Bergen, see R. 10. — The ROAD from Bergen to Vossevangen (slow stations) follows the direction of the new railway pretty closely. Part of the way is accomplished by boat. The first station is (21 Kil.) Lone. From (9 Kil.) Garnas, we proceed by boat to (31 Kil.) Dale. Then by land to (7 Kil.) Dalseidet, and by boat to (8 Kil.) Bolstadoren, to which a steamer generally plies from Bergen several times weekly in summer. We now drive to (3 Kil.; pay for 5) Vasenden, at the W. end of the Evangervand, which we traverse by a small steamer or in a rowing-boat to (10 Kil.) Evanger. From Evanger we again drive to (18 Kil.; pay for 22) Vossevangen (see below).

The new railway (station, see p. 67) crosses the Store Strøm and runs towards the S., skirting the base of the Ulriken, which here rises to the left. — 5 Kil. Fjøsanger, on the Nordaasvand; 9 Kil. Nedstun, near Midtunbro, which possesses some marble-quarries.

The train now turns suddenly to the N.E., enters the Langedal, and passes through five tunnels, skirting the W. bank of the Grimen-Vand and the Haukelands-Vand. 17 Kil. Haukeland-Lone, at the N. end of the latter lake. 25 Kil. Arne, with a church, at the S. end of the Arnefjord, a narrow branch of the Sørefjord. 29 Kil. Garnæs, on the Sørefjord, the S. bank of which the train now follows. The construction of the railway here is of considerable interest; no fewer than ten short tunnels are traversed before the next station. The N. bank of the fjord is formed by the island of Osterø.

40 Kil. (20 Engl. M.) Trengereide. The train passes through two more tunnels and runs to the N. along the E. bank of the fjord, affording a view of the Osterø. Beyond (51 Kil.) Vaxdal, five tunnels are passed. At (60 Kil.) Stanghelle the train crosses the Dalevaagen. Tunnel. Between (68 Kil.) Dale and the next station nine tunnels are passed. The train now reaches the S. bank of the Bolstadsfjord, an arm of the Osterfjord.

80 Kil. (50 Engl. M.) Bolstad (Inn), at the E. end of the fjord of that name, almost entirely enclosed by rocky hills, is visited several times weekly by the Bergen steamers. The train passes through seven more tunnels, ascends the left bank of the Vosseelv, which here forms several rapids, and then skirts the S. bank of the Evangervand (26 ft.).

88 Kil. Evanger (Mme. Monsen's Inn, R. 1 kr.), at the head of the lake of that name. To the S. towers the Myklethveiten (3753 ft.), which may be ascended from Evanger in 2-3 hrs. and commands an extensive view of the Hardanger. — Further on the train follows the left bank of the Vosseelv, which expands at places till it looks more like a lake than a river. Near (98 Kil.) Rekve it crosses the Elv and then runs along the N. bank of the picturesque Vangsvand (120 ft.), to —

107 Kil. (65 Engl. M.) Vossevangen. — Hotels. "Fleischer's Hotel and Station, on the bank of the lake, 5 min. to the W. of the village, comfortable, R. 1 kr. 20 ø., D. 2 kr.; "Dykesten's Inn, in the village, unpretending.

Carriages. It is usual to engage carriages here for the whole route to Eide or Gudvangen, as much time is otherwise lost in changing horses.

Vossevangen is charmingly situated at the E. end of the Vangsvand, and is admirably suited for a prolonged stay. It commands a view to the S. of the lofty and imposing Grassiden (4250 ft.). The stone Church, dating from the 13th cent., contains an ancient altar-piece, several memorial tablets of the 17th and 18th cent., a candelabrum of 1733, and a Bible of 1589. (The 'Klokker', or sacristan, lives in the house to the N.W.) L. Holberg, the Danish poet, was tutor at the parsonage in 1702. The admirably cultivated

environs of Vossevaugen may be termed the kitchen-garden of Bergen. Large farms lie on every side, exhibiting an area of tilled land very unusual in Norway.

From Vossevangen to Eide (30 Kil.; fast stations; carriole 17 ø. per Kil.). The road leads to the S.E., at first skirting the Vosseelv, and then gradually ascending to its highest point (858 ft.). The country is pretty and well cultivated, but somewhat monotonous. The silver fir is seen here at intervals. The road then descends gradually and crosses the boundary of the Hardanger ('Harang') district. A number of marshy ponds impart a dark brown colour to the water of the Skjerveselv, which flows southwards. The upper part of the valley terminates suddenly (as at Stalheim, p. 78), and the road descends in zigzags into the profound and picturesque valley known as \*Skjervet, flanked with imposing rocks. On the left the Skjervefos is precipitated in the form of a veil over the black slate rock. The vegetation becomes richer as we descend, the lime and the ash occurring frequently here. Farther on we pass a number of old moraines. On the left is the Skorvefos.

22 Kil. † Seim i Graven, or Ovre Vasenden (tolerable station), is prettily situated on the Gravensvand, the E. bank of which is skirted by the road. Opposite rises the lofty Næsheimshorgen. From Gravens-Kirke, about halfway between Vasenden and Eide, a very steep and hilly road crosses the mountain to (17 Kil.; pay for 29) † Ulvik (p. 58), a beautiful walk or ride of 4½ hrs., but hardly suitable for driving. We next pass Nedre Vasenden, at the lower end of the Gravensvand, pass through a rocky defile, and soon reach—

8 Kil. Eide (see p. 57).

From Vossevangen to Gudvangen, 44 Kil., a drive of about 6 hrs. (carriole 17 ø. per Kil.; fast stations). The road threads a picturesque ravine, ascends the Vossestrands-Elv, and skirts the E. banks of the Lundarvand and Lonevand, from which that river issues. Fertile, wooded district. To the left towers the precipitous Lonehorje (4570 ft.), to the right the horn-shaped Hondalsnut (4990 ft.), each of which may be ascended from Vossevangen in 5-6 hrs. (almost the whole way on horseback).

11 Kil. (pay for 15) Tvinde (226 ft.), a poor station. To the left is the beautiful Tvindefos.

The road now becomes steeper, and crosses the river twice. The valley is shut in by lofty wooded cliffs. About  $^{1}/_{2}$  hr. before Vinje the Vossestrands-Elv receives the *Mørkadalselv*, along which a well-trodden path leads to Aarmot and Vik (10-12 hrs.; p. 111).

10 Kil. (pay for 14) Vinje (960 ft.), another poor station, situated in the midst of pleasant scenery. The road now runs to the E. to the Opheimsvand (970 ft.), which contains abundance of fish, and

passes the Opheims-Kirke, picturesquely situated on the bank of this lake. The ring of lofty mountains here, consisting mainly of light grey felspath, produces a curious effect. To the S. rises the Malmagrønsnaave (3600 ft.), to the E. the Aaxlen and Kaldafjeld.

We now cross the watershed between the Bolstadsfjord and the Sognefjord, and reach the Narodals-Elv, which flows into the latter.

11 Kil. (pay for 15) Stalheim i Vossestranden, a poor station near the top of the magnificent Stalheimsklev (1120 ft.), a precipitous slope which the road descends in windings to the Narodal (275 ft.), commanding a magnificent view (see p. 107).

12 Kil. (pay for 17) Gudvangen, see p. 107.

# 12. From Christiania through the Hallingdal to Lærdalsøren on the Sognefjord.

The chief land-routes from Christiania to Bergen are three in number. One of these, via Kongsberg, or via Skien, and Odde on the Hardanger Fjord, has already been described. The two others lead through the Hallingdal and Valders respectively to Lærdalsøren on the Sognefjord. The route via Odde, although exceedingly attractive, is comparatively rarely selected, as one of the stages has still to be performed on horseback or on foot. By either of the two others the traveller is conveyed the whole way to Bergen by train, steamer, and carriole. By the Hallingdal route it is possible to perform the whole journey to Bergen in 5-6 days, but for any of the other routes 6-7 days at least are required.

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The Hallingdal route to Lærdalsøren takes 4 days. The grandeur of the scenery between Christiania and the Sognefjord increases as the traveller proceeds from E. to W., so that either the route through the Hallingdal or that through the Valders (R. 13) should be selected in going to Bergen, while the return-journey may be made either by way of the Romsdal (R. 15), or by Throndhjem and the railway (R. 26), or by sea

round the S. coast.

350 Kil. (217 Engl. M.). RAILWAY to (122 Kil.) Krøderen in 53/4 hrs. (fares 6 kr. 40, 3 kr. 75 ø.). Steamer thence to (38 Kil.) Gulsvik twice daily in 21/2-3 hrs. (fare 2 kr. 60 ø.). Thence by a good, but at places very hilly Road to (190 Kil.) Lærdalsøren, in 2-3 days. The pleasantest way of dividing the journey is as follows: (1st Day) From Christiania to Gulsvik. (2nd) From Gulsvik to Rolfshus. (3rd) From Rolfshus to Breistølen or Hæg. (4th) Thence to Lærdalsøren. Or the first night may be spent at Næs, the second at Bjøberg, and the third at Lærdalsøren. If, however, the traveller is much pressed for time, it is possible, by travelling 14-18 hrs. a day, to reach Lærdalsøren in 2 days (spending the night at Rolfshus). As almost all the stations on this and the following route are either comfortable or at least very tolerable, the traveller may divide the journey as best suits his convenience. The stations to be avoided as affording little or no accommodation are Aavestrud, Bortnæs, and Kleven. The charge for a horse and carriole is 17 ø. per Kil. at all the stations on this route. Adding to this the usual gratuity of 15 ø. per 10 Kil. the total cost of horses and carrioles from Gulsvik to Lærdal is about 38 kr. for each person. For a carriage with a hood, and a pair of horses ('Caleschvogn'), for two persons, 100 kr. is the usual fare, to which must be added a gratuity of 5-6 kr.

The most direct route from Christiania to the Sognefjord is through the Hallingdal, and the new Bergen and Vossevangen railway is to be continued through this valley; but the scenery is inferior to that on the Valders route. The lower part of the Hallingdal is somewhat monotonous in character, while the greater part of the Hemsedal is very bleak and dreary. From the upper ramifications of the Hallingdal diverge several wild mountain-passes to the Sognefjord and Hardanger Fjord, but the traveller who crosses them must be prepared for privations. The name of Hallingdal is applied not merely to the valley itself, but to all the numerous lateral valleys from which streams descend to the Hallingdatselv, that is, to the entire district which is bounded on the N and E by Valders, on the S. by the Numedal and on the W. by the Hardanger region.

Owing to the long isolation of this district, and especially of its side valleys, from the rest of the world, many of its old Norwegian characteristics have survived; and the traveller will often meet with curious old buildings, carved wooden tankards and furniture, and picturesque costumes. The people are remarkable for the tenacity with which they adhere to their ancient customs and numerous traditions, many of which may here be traced to their historical origin. Of this district it has been said that 'the knife lies loosely in its sheath', and the inhabitants unfortunately still sometimes betray the irascible and passionate disposition which used to find vent in the 'girdle duel', where the combatants ('Baltespænder') were bound together with their belts and fought with their knives. As an outcome of this excitable temperament may be mentioned the wild Hallingdans or Springdans, accompanied by a weird kind of music ('Fanitullen') which has been ascribed to satanic influence.— In connection with this subject the reader is referred to the following works: 'Norsk Lyrik', Christiania, 1874, containing 'Asgaardsrejen'. a poem by Welhaven, and 'Fanitullen'. another by Moe; 'Søgnir fra Hallingdal' by E. Nielsen; and 'Norske Bygdesagn' by L. Daue.

Railway from Christiania to (96 Kil.) Vikersund, see R. 2. A branch-line (carriages changed) leads hence to (12 Kil.) Snarum and (26 Kil.) Krøderen (Restaurant; \*Inn, opposite the station, clean and comfortable), prettily situated at the S. end of Lake Krøderen (430 ft.), and near the efflux of the Snarumselv, which falls into the Drammenselv near Aamot. The steamboat-pier is 10 min. walk from the station and inn. The lower part of the lake is narrow and shallow, and its banks are smiling and tolerably well cultivated; but it afterwards expands, and the scenery assumes a more mountainous character, especially beyond Næs, where the imposing Norefield rises on the left, nearly 5000 ft. above the lake. Seen from Krogkleven (p. 14), this mountain forms a conspicuous object in the N.W. horizon. The district traversed between Drammen and this point is that of Buskerud, and shortly before reaching Gulsvik we enter the Fogderi Hallingdal. From 21/2 to 31/2 hrs. after leaving Krøderen the steamer reaches -

† Gulsvik (159 Kil. from Christiania). The skyds-station (good quarters) is about  $^{3}/_{4}$  Engl. M. from the lake, and prettily situated 50 ft. above it. In the neighbourhood are the Monsastue, a fine old timber-built house ('Bjelkestue'), and several other buildings of the 16th and 17th centuries. Gulsvik, though presenting no particular attraction, is a good place for spending the night. The next suitable station, to which travellers arriving about 3.30 p.m. may drive the same evening (in about 5 hrs.), is Nas (see below). The road follows the W. side of the valley of the Hallingdalselv. It is nearly level all the way to Næs, and the greater part of it is new and well constructed as far as Tuf.

14 Kil. †Aavestrud. The scenery is pleasing, though somewhat monotonous. The road passes several lake-like expansions of the

Hallingdalselv, on one of which, known as the Brummavand (575 ft.), upwards of 10 Kil. long, is situated -

17 Kil. +Bortnæs. At the upper end of the lake we next reach -11 Kil. + Næs (\*Station), a considerable village, with a handsome church, a jail, and a number of shops. [In the reverse direction travellers may also descend the river from Næs to Gulsvik by boat (6 hrs.; 8-10 kr.). In spite of the numerous rapids, the trip is unattended with danger when the river is moderately full.

FROM NÆS TO LAKE SPIRILLEN, about 45 Kil., a walk of 10-11 hrs. (guide unnecessary). A well-defined sæter-path ascends to the E. to Lake Streen, which affords good fishing (quarters for the night at one of the sæters) in 3-4 hrs., and by Djupedal in 3-4 hrs. more to Ildjernstad (p. 85), whence Næs in the Aadal, at the head of Lake Spirillen, is about 20 Kil. distant (comp. p. 85).

Another sæter-path ascends the mountains to the W. of Næs to the

Tunhevdfjord in about 6 hrs. (p. 25).

Above Næs the scenery continues to be of a pleasing character. About halfway between Næs and Viko the road crosses to the left bank of the river. Near Viko the valley trends towards the W.

20 Kil. + Viko (700 ft.), beautifully situated on the Hallingdalselv. Adjoining Viko is \*Rolfshus (\*Sørensen's Hotel and Pension, with garden; civil landlord, who speaks English), a pleasant resting-place. The river affords tolerable fishing here, and the Tesleid-Vand, a large lake among the mountains, 13 Kil. to the N. (see below), is said to be abundantly stocked with trout.

From Viko to the Valders Route (10-12 hrs.). The path ascends very steeply for 3/4 hr., and then gradually for 3 hrs. more to the Field-vidde ('table-land'), passing several sæters. The Tesleid-Vand (2800 ft.; about 8 Engl. M. in length), a lake which here forms the boundary between the Hallingdal and Valders districts, is then crossed by boat, after which we descend to (6 hrs.) Stende, a farm-house on the Strandefjord, cross the lake by a long bridge to *Ulnæs-Kirke*, and proceed thence either up the Aurdal to (2 hrs.) Reien, or down the valley to (1 hr.) Fagerlund (p. 90).

About 2 Kil. above Rolfshus the Hallingdalselv is joined by the Hemsila, descending from the N.W., while the former river descends from the Upper Hallingdal, from the W. (p. 82). The road soon crosses the Hemsila, which here forms a fine waterfall, beyond which, near the church of Gol, our route quits the Hallingdal and ascends the Hemsedal, or valley of the Hemsila, mounting the tedious Golsbakker in long windings. Beyond (10 Kil.) Løstegaard (1440 ft.) the road crosses the river and follows the E. side of the valley, passing several farms. The W side and the bottom of the valley are uncultivated. About 5 Kil. farther on we reach the poor station of ---

15 Kil. (pay for 19, but not in the reverse direction) † Kleven, where the scenery becomes uninteresting, and 4 Kil. beyond which is Ekre (2600 ft.).

From Eure to the Valders Route (10-12 hrs.). A rough sæterpath ascends from Ekre to the 'Heier', passes the Vannen-Vand and the Storsis at the base of the huge Skogshorn (5650 ft.), traverses the district of Lykkja, with its scattered houses, and leads to the (5 hrs.) Fosseimsæter, at the S. end of the long Svensken-Vand (2860 ft.; good fishing), built for the use of travellers and anglers. Crossing the lake by boat, and passing several switers, we then descend to the Fosseimgaard in Valders and cross the bridge to (6 hrs.) Reien (p. 90).

Another route to Valders diverges from our road at Ulsaker, between Ekre and Tuf, ascends past the base of the Skogshorn (5625 ft.) to the Helsingvand, skirts the E. bank of the Hundsendvand, and leads to the Grunken-Gaard, where it crosses the river falling into the Svensken-Vand. It then leads along the Smaadsla, past the base of the Grindeffeld (5600 ft.) to the N. end of the Helevand and the Vasends-Sæter, and descends to Tune i Vang (p. 91), about 13-14 hrs. distant from Ekre.

Beyond Ekre, on the opposite bank of the Hemsila, we observe a frowning and furrowed spur of the Reensfield (6000 ft.), over which are precipitated four small waterfalls, descending from a mountain-lake, and uniting into a single imposing cascade during the melting of the snow. The road passes through Kirkebø, an uninviting village clustered round the dilapidated red wooden parish church (Hemsedals-Kirke), and 7 Kil. farther reaches the station of -

20 Kil. †Tuf (\*Station, moderate; Gaard Fauske, 3 min. from the road, a fair country inn), at the confluence of the Grøndola and the Hemsila. The rivers, and a lake 5 Kil. distant, afford tolerable fishing, and reindeer abound among the neighbouring mountains.

FROM TUF TO NYSTUEN (about 15-16 hrs.). A tolerable road ascends the Grøndal, the valley of the Grøndøla opening on the N., after which a bridle-path, passing several sæters, traverses the Morkvanddal and crosses the mountains, where reindeer are frequently seen, to Nystuen on the

Valders route (p. 92).

Near Tuf the Hemsila forms the Rjukande Fos ('foaming fall'). All traces of cultivation now cease, and a few scattered sæters replace the farms of the lower part of the valley. The road ascends rapidly, and traverses an exceedingly bleak and desolate region, this part of the valley of the Hemsila being called the This stage, being unusually long and hilly, takes Mørkedal. fully 3 hours.

20 Kil. (pay in the opposite direction for 30) +Bisberg (3320 ft.; Station, small and primitive; civil people and good food; excellent headquarters for reindeer-stalking; pair of antlers 8-10 kr.), the last station in the Hallingdal, is a solitary gaard in a wild and dreary situation, at the foot of the Hemsedalsfield. About 8 Kil. farther on we pass a column marking the boundary between the 'Stift' of Christiania and that of Bergen, beyond which we skirt the precipitous Kjølberg on the left and the Eldre-Vand on the right. To the N.E. rises the Jukulegge (6290 ft.). The road now soon reaches its culminating point (3780 ft.), and then descends rapidly to -

15 Kil. (pay for 22 in either direction) + Breistelen (Station, unpretending, but good), beyond which there is an almost continuous and latterly steep descent, passing several waterfalls, to the bridge of Borlaug on the Valders route (p. 93). From Tuf over the Hemsedalsfield to this point (about 40 Kil., for which 7-8 hrs. should be allowed in either direction) the scenery is very wild and bleak, but the road now enters the highly picturesque valley of the Lardalselv. A little below the bridge is -

12 Kil. (pay for 15, but in the opposite direction for 17) + Hæg (\*Station), see p. 93. — From Hæg to Lærdalsøren, see pp. 93, 95.

#### UPPER HALLINGDAL.

The Hallingdal in the narrower sense, or main valley (Hoveddalforet), ascends to the W. from Viko (p. 80) to the wild and desolate regions of the Hallingskarven, the mountains forming the S. prolongation of the Fillefjeld and the Hemsedalsfjeld, and across which paths lead N.W. to the Sognefjord and S.W. to the Hardanger Fjord. With this district are associated some of the most famous of Norwegian sagas, such as that of the Villand family, and the inhabitants retain more of their ancient. characteristics than those of almost any other part of Norway. With the exception of the higher mountains, however, the scenery is neither very picturesque nor imposing.

About 8 Kil. above Viko a halt of 1/2 hr. is made at Ellefsmoen,

beyond which we reach -

15 Kil. (from Viko) † Nubgaarden i Torpe, near which is the old

timber-built Church of Torpe.

11 Kil. +Sundre i Aal (a very fair station). In the vicinity are the interesting Church of Aal and the curious old houses known as the Gretastue and Thingstue. The road then skirts the Strandefjord (1480 ft.), to the S. of which rises the Sangerfield (3855 ft.), and then divides into two branches. The branch to the S.W. leads to the Hardanger, while the branch to the N.W. leads to the station of (6 Kil.) + Neraal, with the church of Hol, from which there is a path to the Sognefjord (p. 83).

1. ROUTE TO THE HARDANGER (45-50 Kil.). Near (6 Kil.) Hammersboen is the Ragen-Gaard (good accommodation), the property of Sander Ragen, who is said to have collected no fewer than 6000 of the old Norse words to be found in Ivar Aasen's dictionary. From Hammersbøen we ride or walk up the Ustadal to (17 Kil.) Tufte (2755 ft.), the highest gaard in the valley (unpretending quarters).

The huge Hallingskarven is sometimes ascended from this point. The E. peak (6330 ft.) is reached by ascending the course of the Eimeheia, while the W. peak (6440 ft.) is scaled from the W. end of the Ustavand. View not picturesque, but very extensive, especially from the latter, embracing the Hardanger Vidda (p. 62) and other mountains.

Two paths, the Northern and the Southern, lead from Tufte to Maursat, the highest gaard on the Hardanger side. The latter is the shorter, but the sæters are farther apart. By either route the journey may be performed in one day.

Northern Route. The well-defined sæter-track ascends the course of the *Ustaelv*, crosses it  $1^{1/2}$  Kil. below its efflux from the Ustavand, and leads to the Rennesdals-Sæter and Hornebe-Sæter. Pedestrians had better sleep at the latter, and start thence early next morning. Imposing view of the Hallingskarven with its bold

precipices. We now follow the Skarvaa and skirt the Monsbuheia, commanding a view of Monsnuten, round which the path leads to a hut on the Orterenvand. We cross the river and follow the Krækjaheia to a ford ('Vadested') between the Store and the Vesle Krækjavand, skirt the Halnekolle (see below) on the N. side, cross the boundary of Bergens Stift, and reach the Olafsbuvand. The path then follows the Kjelda to the Indstesæter on the Sysenvand, whence it leads to the gaards of Maursæt and Høl, from which last (p. 61) the Voringsfos may be visited.

Southern Route. This track crosses the Ustaelv to the S. of Tufte and leads past the Brendesæter, on the Halvorvand, and the Tuvesæter to the new Tourists' Hut, where the night is spent. It then leads towards the W. to the Gronaelv, and crosses the Krækjaheia to the ford between the Krækjavand and Krækjatjærn (Tjærn or Kjærn, 'pond'), near which is the Halnekolle, with two miserable cattle-huts (Fælægre). Passing the Dyretjærn, we may now either cross the Gjerenut (commanding an extensive view), or go round its base, to the Storliensæter on the Bjøreia. The path follows the latter, crosses the Leira which descends from the Sysenvand, and descends to Maursæt. This route also commands a grand view of the Hallingskarven and the Hardanger-Jøkul. — From Maursæt to the Høl Gaard, above the Vøringsfos (p. 61), 6 Kil.

2. ROUTE TO THE SOGNEFJORD (about 85 Kil.; 21/2 days). This is one of the finest mountain-expeditions in Norway. We start from Neraal (or Nedreaal; see p. 82), with the interesting church of Hol, situated between the Holsfjord and the Hovelfjord. To the W. towers the Hallingskarven. The church of Hol should, if possible, be visited on a Sunday, when many picturesque oldfashioned costumes are still worn by the peasantry. At the end of the Hovelfjord lies the Gaard Villand, the ancient seat of the famous and turbulent family of that name (the Villandsat), who had another residence at Tufte ('Villandstufte'), the place mentioned above. About 6 Kil. above Villand the road turns to the W. and leads past the Sunddalsfjord to the Gudbrandsgaard (2550 ft.), to which driving is practicable (good quarters). The sæter track leads hence to the Garlidsæter, and along the Gvre Strandefjord, a lake 11 Kil. in length, on which are several sæters, to Myrestølen (tolerable quarters), the last regularly occupied Hallingdal sæter. The Hallingskarven remains in sight the greater part of the way.

The actual mountain-pass to the Sogn district, about 17 Kil. in length, begins here. It is probable that the original inhabitants of the Upper Hallingdal crossed the mountains thither from the coast, just as Valders was originally peopled from Lærdal. These valleys therefore belonged to the ancient jurisdiction of the Gulathingslag (p. 112). The path passes Ulevasbotten, Vierbotten, and a third sæter with a herd of reindeer watched by Lapps from Røros, and then ascends rapidly to the Skard ('gap') between the Ulevas-

nut on the E. and the Sundhellerfjeld on the W., crosses the Bolhøvde, where the direction is indicated by heaps of stones. and leads to the Steinbergdal in the Vasbygd. The first night had better be spent at the Øje-Sæter here (2933 ft.; good quarters). Passing the Nosetsæter, we next pass the mountain-hamlet of Aurland, and descend the formidable pass of the \*Næsbøgalder, partly by a perpendicular ladder, and partly by a path borne by iron rods driven into the rock, to Gaard Næsbø. The route then follows the Næsbødal (or a short-cut may be taken by the dizzy Biollstig) to Gaard Sonnerheim (second night). — On the third day the path leads in about 5 hrs. down the Sønnerheimsgalder and along a rapid stream to the Vasbygdvand, which we cross by boat. From Vasenden to Aurlandsvangen is about 6 Kil, more. See p. 106.

## 13. From Christiania through the Valders to Lærdalsøren on the Sognefjord.

To the N.W. of Christiania lie the three important lakes Krøderen (p. 79), Randsfjord, and Spirillen, running from N. to S. and nearly parallel with one another. The S. end of each of these lakes is reached from Christiania by railway. The steamer on Lake Krøderen then conveys us to the beginning of the Hallingdal route (R. 12), while the great high-road through the Valders passes near the N. ends of the other two. Of all the routes between Christiania and Bergen (comp. p. 78) that through the Valders, either via the Spirillen or the Randsfjord, is the finest in point of scenery and the most comfortable in respect of accommodation. The road by the Spirillen is perhaps preferable to that by the Randsfjord, but between the lake and Frydenlund the station-masters have only a limited number of horses. The most frequented route is that by the Randsfjord. By either of the Valders routes it is possible to reach Lærdalsøren in 3 days, but is is better to allow four or five.

In the height of the travelling season an early start should always be made in order that the station where the night is to be spent may be reached as early as possible, with a view to secure rooms, or, if necessary, to go on to the next station. Among the pedestrians who traverse the favourite Valders route a considerable number of Norwegian ladies will be observed.

#### a. VIÂ LAKE SPIRILLEN TO FRYDENLUND.

250 Kil. (155 Engl. M.). RAILWAY from Christiania to (130 Kil.) Heen in 5 hrs. 50 min. (fares 6 kr. 45 s., 4 kr.). — Steamboat from Heen to (56 Kil.) Serum daily, except Sun., in 5½ hrs.; or, when the river is low, to Næs (Granum) only, in 4½ hrs.; returning from Sørum or Næs on the following morning. — Road from Sørum to Frydenlund 50 Kil. (Skyds 17 s. per mile); thence to Lardalseren, 157 Kil.

Railway to Hear Son P. 9. The steament usually starts about

Railway to Heen, see R. 2. The steamer usually starts about an hour after the arrival of the train, giving time for luncheon or early dinner at Duhl's Inn (tolerable). It then ascends the

Bægna or Aadalselv, with its occasional lake-like expansions. The navigable channel, indicated by wooden buoys (Bøier) is somewhat intricate. On the right we soon pass Hallingby, a 'skydsstation', with a pretty church. Higher up the river the stream becomes very rapid, and the engines are required to do their utmost. We next pass the pleasant-looking farm of Bergsund on the left. The course of the vessel is often obstructed by floating timber (Tømmer), through which it has to force a passage. The rapid Kongstrøm, which intersects an old moraine, is now ascended, and we enter (18 Kil. from Heen)—

\*Lake Spirillen (probably derived from spira, 'to flow rapidly'), a beautiful sheet of water, 17 Engl. M. in length, surpassing the Randsfjord in picturesqueness. The banks are well cultivated at places, and at others mountainous and severe. The principal place on the W. bank is Aadalen, with a church, and on the E. bank Enger, a picturesque gaard and posting-station. To the left, farther on, the mountains become more imposing (Gyranfisen, 3532 ft.). On the opposite bank lie several farms with a pleasant sunny aspect ('paa Solsiden'). The large blocks of stone on the banks have been left in their present position by the ice with which the lake is covered in winter. After passing the precipitous rocks on the left, the steamer comes in sight of —

Næs, or Næsmoen, at the head of the lake, with its church and wild mountain-background.

To the W. of Næs is the entrance to the Hedal, through which a rough road ascends to Øvre Hedal, with the interesting timber-built church of Ildjernstad, about 25 Kil. distant. According to tradition the whole population of this valley died of the plague in 1349-50 ('den store Mandedød', 'Dauden', or 'den sorte Død'). When the church was afterwards discovered by a hunter, he found a bear installed by the altar, in proof of which a bear's skin is still shown. Similar traditions also exist with regard to other places in Norway and Denmark. — From Ildjernstad a road crosses the hill to Linheia (see below).

When the river above Næs is too low to be navigable, the steamer does not go beyond this point, in which case the traveller crosses the bridge to the (10 min.) skyds-station Granum (good quarters), whence he may drive the same evening to Linheia or even to Storsveen. Or he may pass the night at Granum and go on next morning in a smaller steamer to (11/2 hr.) Sorum. In summer, however, the Lake Spirillen steamer usually ascends the rapid and picturesque Bægna to Sørum. The banks are at first wooded and somewhat monotonous. On the left rises the precipitous Bjørnbratbjerg, and farther on is the Haraldshoug, a hill with several farms, which commands a fine view of the valley. On the right towers the imposing Valdershorn, and on the left the Sorumfjeld. We now cross the boundary between the districts (Fogderier) of Buskerudsamt and Christiansamt. The mutilated birches here have been stripped of their foliage to provide fodder for the cattle. Strømmen is prettily situated on the right.

Sørum (Inn, fair), a prettily situated gaard with a steamboatpier, 11 Kil. from Næs and 56 Kil. from Heen, is the terminus of the steamboat-route. To the right lies Gaarden Hougsund, one of the largest farms in Valders. Farther on, to the left, is the Tolleifsrudkirke, where our road is joined by that from Ildjernstad in the Øvre Hedal (see above). Passing Gaarden Docka, we soon reach—

18 Kil. (from Granum) † Linheia (\*Station). To the left diverges the old road, now a sæter-track only, to the Hedal (see above); and on the same side of the road we afterwards pass the huge rocky precipice of Morkollen. From the left, farther on, descends the Muggedals-Elv. To the right, on the opposite bank of the Bægna, Gaarden Grimsrud. Scenery picturesque and pleasing, particularly in the neighbourhood of the Søndre, Midt, and Nordre-Garthus farms.

17 Kil. + Storsveen (\*Station). Here, as in several other places on the route, the peasants often possess various interesting 'Oldnorsk' books, such as the 'Heimskringla' of Snorre Sturlasson, To the left, farther on, rises the Thronhusfield, and on the right the Fonhusfield. The road then crosses the Hølleraa, where there are several mills, and passes a pretty school-house (Skolegaard), a number of thriving farms, and the Grand ('hamlet') Kobbervik. The Bægna expands at places into the form of a lake. In front of some of the houses a Maistang ('may-pole') and a Julebaand ('Christmas sheaf' for the birds) form memorials of the local customs. - At Sundstad, where the Bægna contracts, are the ruins of a bridge by which the road formerly crossed to the E. (left) bank of the river, leading thence to Bang. The new road, completed in 1877, now follows the W. (right) bank, and skirts the Svartvikfjeld, with its overhanging rocks and 'giant cauldrons' (hollows formed by the action of water). The Soleiblomst or Smorblomst (a kind of ranunculus) is frequently seen by the wayside. We now reach the large basin of Bang i Søndre Aurdal, with its numerous farms, its church, and parsonage, all on the opposite bank of the river, and soon stop at -

13 Kil. Vold (\*Station), charmingly situated. A pleasant walk nray be taken to (10 min.) the Fall of the Bægna, which however may also be visited on the way to Frydenlund. — A good road leads from Vold, passing Kræmmermoen (formerly the station), to

Gravdal and (11 Kil.) Sveen (see p. 89).

On the left, beyond Vold, rises the pointed Hullekollen, at the base of which is Reinlid, with its ancient Stavekirke (p. 21), the road to which diverges to the left near the Bægna bridge (1 hr.). Our road crosses the bridge and turns to the left, entering the upper region of the valley of the Bægna, while the road to the right leads to Kræmmermoen, Bang, and Sveen. Fine mountain-scenery. The road soon quits the valley and ascends the Jukamsklev in long windings, whence we obtain a striking view of the rapid river

below. To the right, at the top of the hill, is Gaarden Jukam, which we afterwards pass on the left. The road affords a good survey of the Reinlidsbygd with the Stavedalsfjeld, the mountain range of which Hullekollen is a spur. — Beyond 'Plads' Hengen we obtain a noble \*VIEW of the snow-mountains of Jotunheim bounding the valley of Stre Slidre, the Kolvashøgda, the Thorfinstinder, and the other mountains near Lake Bygdin (p. 136). On the right we observe the road which crosses the wooded Tonsaas to Gravdal (p. 89). The road then descends to Gaarden Motet (or Medtes), where it is usual to rest the horses for half-an-hour. Over the door of the gaard are the quaint verses —

'Stat her mit Huus i Fred For hveert Misundheds Øye, Thi den misundte Jord Den lær sig ogsaa pløye.' 'Her æder jeg mit Brød, Her frygter jeg min Gud; Velsignet er hver den Som her gaar in og ud.'

[May my house stand here in peace from every eye of envy; (but I care not) for the envied earth can equally well be ploughed. Here I eat my bread and fear my God. Blessed be every one that passes in and out.]

The scenery beyond this point is less interesting. The road runs chiefly through wood, and again ascends, soon uniting with the road from Gjøvik and Odnæs, which descends from the Tonsaas on the right.

17 Kil. †Frydenlund (\*Station; see p. 89) lies on the old road, to the left of the new, and about 200 paces below it.

## b. Viâ the Randsfjord to Odnæs and thence by carriage to Lærdalsøren.

454 Kil. (282 Engl. M.). RAILWAY from Christiania to (142 Kil.) Randsfjord in 61/4 hrs. (fares 6 kr. 85, 4 kr. 20 \( \epsilon \). Steamboat from Randsfjord to (72 Kil.) Odnæs daily (corresponding with the early train from Christiania) in 51/2 hrs.; returning from Odnæs in the morning, in time for the second train to Christiania (fares 4 kr., 2 kr. 80 \( \epsilon \). Road from Odnæs to (240 Kil.) Lærdalseren, with fast stations. The charge for a carriole and horse for one pers. is 17 \( \epsilon \) per Kil., carriage and horse for 2 pers. 25 \( \epsilon \), per Kil., with a gratuity of 15 \( \epsilon \), per station. For the whole distance a carriole costs about 45, a carriage for 2 pers. about 65 kr. With 'Skyds' about 6-7 Kil. can be accomplished per hr., or about

80 kil. per day in summer, when the days are long.

The so-called 'Dilignoe'. which plys 4 times weekly between Odnæs and Lærdalsøren, consists of one or more carriages, each drawn by two or three horses, and with seats for 4-5 passengers. The fare for one person is 34 kr. Each passenger is allowed 40 lbs. of luggage. Seats may be engaged a fortnight in advance by writing to Hr. Expeditør Wisting, Odnæs, or to Hr. Lensmand Andresen, Lærdalsøren, and at the same time prepaying the fare. In the height of the travelling season the diligences are often full, and the small inns where they stop for dinner or put up for the night are of course crowded. They can therefore only be recommended either at a very early or late period of the season, or when a party of 2-4 persons engages all the seats in one vehicle for the whole journey (in which case the driver may be induced slightly to modify the usual time-table). The advantages of the diligence, besides the trifling pecuniary saving, are its expedition and the fact that comfortable meals and beds are kept in readiness for the passengers. These, however, are more than counterbalanced by the loss of independence and diminution of comfort.

The pleasantest way of driving from Odnæs to Lærdalsøren is to hire a PRIVATE CARRIAGE. A carriage-and-pair with a hood ('Caleschvogn') for 2-3 pers. costs 110-130 kr., with a gratuity of 4-6 kr. Travellers pressed for time are cautioned against engaging horses for the whole distance, in which case 60 Kil. only can be accomplished each day. Speed and comfort are best combined by hiring a carriage or a 'Trille' (a four-wheeled carriage without a hood) and a driver for the whole journey, stipulating for a change of horses at each station. The arrangements with the driver, who is generally apt to be somewhat independent, should be made very carefully, especially as to the hours of starting and arrival, the stations for halting for dinner, and the change of horses.

As almost all the stations are fairly good, the traveller may divide his journey in any way he pleases, but he should avoid those stations where diligence-passengers spend the night. With skyds the drive from Lærdalsøren to Odnæs generally takes 3 days, the nights being spent at Fagerlund and Nystuen or at Frydenlund and Skogstad. In midsummer it is possible to perform it in 2 days, as the steamer arrives at 7 a.m. and twilight lasts till 11 p.m. In this case the night is passed at

Tomlevolden or Sveen.

The Scenery is beautiful almost the whole way from Christiania to Lærdalsøren, and at places exceedingly picturesque and striking. The finest part of the route, which will even reward the pedestrian, is from Frydenlund to Husum (140 Kil. or 87 Engl. M.).

Railway from Christiania to (142 Kil.) Randsfjord, see R. 2.

Randsfjord Station (\*Inn) lies on the left bank of the Rands-elv, near its efflux from the Randsfjord. A bridge crosses the broad river to Kokkerstuen or Hadelands Glasværk, in the district of Hadeland.

The Randsfjord (steamboat-pier near the station), a lake 420 ft. above the sea-level, 44 Engl. M. in length, and  $1-2^{1}/_{2}$  M. only in width, is the largest in S. Norway after Lake Mjøsen (p. 114). It is bounded on the E. by the well-cultivated and populous district of Hadeland, and on the W. and N. by the districts of Valders and Land. The banks, rising gradually to a height of 2000 ft., and well cultivated at places, are somewhat monotonous and uninteresting. The lake is generally so narrow as to resemble a broad river. The steamer (one daily in each direction; see above) performs the trip to Odnas in  $5^{1}/_{2}$  hrs., stopping at numerous stations on the way. By the church of Fluberg, on the right, near the N. end of the lake, are a number of fine weeping birches.

†Odnæs (\*Hotel), situated to the left of the road, at the N. end of the Randsfjord, and 10 minutes' walk from the steamboatpier. To the N. of Odnæs, on the high-road from Gjøvik to Lake

Mjøsen (see p. 115), lies —

3 Kil. †Skøien (\*Station; carriages at the pier). Travellers spending the night here or at Odnæs are recommended to leave very early next morning in order to get the start of the usual morning stream of tourists, and they should also avoid spending the night at the same places as the diligence. — Beyond Skøien the road ascends on the N. bank of the Etnaelv, which falls into the Randsfjord, and crosses the Dokka, an affluent descending from the right. The scenery, though enlivened with thriving farmhouses and beautiful birches, is somewhat tame here,

14 Kil. †Tomlevolden(\*Station, good and reasonable) is situated in the district of Nordre Land. The station is a good specimen of a substantial Norwegian farm-house, with its 'Stabbur' (store-house, usually provided with a bell) and other roomy outbuildings, almost entirely constructed of timber. About 7 Kil. from Tomlevolden the road crosses the Etnaelv by a bridge which affords a fine view of the Etnadal, and begins to ascend the Tonsaas, a wooded hill with a level plateau on the summit (as is so frequently the case with the Norwegian mountains), 2300 ft. in height, which separates the valleys of the Etna and the Bægna (p. 85). A little beyond the bridge we cross the boundary between Hadeland (p. 88) and Valders.

15 Kil. (pay for 18) † Sveen (\* Station) is beautifully situated on the N.E. side of the Tonsaas. The road now ascends through fine forest-scenery, affording several picturesque views of wooded ravines, to Gravdal (Tonsaasen's Sanatorium, a hotel and pension, 110-120 kr. per month), 3 Kil. above Sveen, which attracts many visitors in summer for the sake of the fine forest-walks and beautiful views in the vicinity. [A road diverging here to the left crosses part of the Tonsaas, passes the church of Bang, and leads to (13 Kil.) Vold on the Bægna, a station on the Spirillen route, p. 86.]

A little higher up we reach the wooded plateau on the summit of the Tonsaas and pass two swampy lakes (a raft on one of which serves as a ferry-boat). To the N. we obtain a fine view of Bruflat in the Etnadal. The road now gradually descends, and where it issues from the forest commands an imposing \*View of the beautiful and partially wooded valley of Valders, with the Strandefjord running through it, and the snow-capped Jotunheim Mountains, Galdbergstind, and Thorfinstinder in the background (see R. 17). The road soon reaches the Bagnadal, where it is joined by the Spirillen road (p. 87), and, a little farther on,—

19 Kil. (pay for 23) †Frydenlund i Nordre Aurdal (\*Station), a large village beautifully situated on the old road, to the left of, and 20 paces below the new. The Foged, or chief administrative official, the Sorenskriver, or local judge, and the Lensmand, or chief constable, reside here. In the vicinity are the church of Aurdal

and the hamlet of Sofielund.

Beyond Frydenlund the road, which is nearly level, runs high above the Bægna, partly through wood, and partly through cultivated land, and soon reaches the Aurdalsfjord, with its numerous islands, one of the series of long lakes from which the Bægna issues, and of which the Strandefjord and Vangsmjøsen are the principal. Another fine view is obtained at Onstad, where the forester resides. The road then passes the District Prison on the left. On the other side of the broad valley is the Aabergsbygd, watered by the Aabergselv, which forms the Kvannefos. To the

right, farther on, is a fine waterfall, called Fosbraaten, and to the left is heard the roar of the Vaslefos, a picturesque waterfall of the Bægna, which may be visited from Fagernæs. We now reach the beautiful Strandefjord (1170 ft.), a narrow lake 17 Engl. M. in length, and soon stop at -

13 Kil. + Fagerlund i Nordre Aurdal (\*Station; the landlord speaks English), a few paces beyond the former station of Fagerna's (\*Inn), situated on the N. bank of the lake, and at the mouth of the Næselv, descending from Østre Slidre. This is a charming spot for a stay of some duration, affording attractions to artists and sportsmen alike, and the two names just mentioned ('fair grove' and 'fair promontory' respectively) are by no means inappropriate. The lake and neighbouring streams afford good troutfishing, and wild-duck shooting is also obtainable. As, however, this is a favourite starting-place for an excursion to the Jotunheim Mts. (R. 17), the route to which diverges here, the inns are often full in the height of summer.

About 3 Kil. beyond Fagerlund we cross the Næselv, which forms some picturesque cataracts about 100 yds. above the bridge, and follow the bank of the Strandefjord, passing the churches of Svennæs and Ulnæs. To the S., on the opposite side of the valley, is seen the Vassetelv, which descends from the Syndin Lakes. To the W. rise the snow-mountains on the Vangsmjøsen. Near Ulnæs-Kirke and at Gaarden Fosseim, beyond it, on the opposite bank, the lake is crossed by bridges, the part of it between them being called the Graneimfjord. Mountain-passes from Ulnæs and Fosseim to the Hallingdal, see p. 80.

The road now gradually ascends the hill to -

18 Kil. + Reien (a fair station), near which is the Church of Roen with its old Klockstapel (clock-tower); in the vicinity are numerous farms. About 6 Kil. beyond Reien we reach the beautifully situated Church of Vestre Slidre, which commands a fine view of the lake. Near this church a road diverges to the right, crossing the Slidreaas to (19 Kil.) Rogne in Ostre Slidre (p. 134).

A little before reaching the top of the hill which this road ascends, about 8-9 Kil. from the church, the traveller may diverge by a path to the right, leading in 25 min. to the \*Hvidhøfd ('white head'), an eminence which commands a striking view of the valleys of Vestre and Østre Slidre, the Bitihorn, and the snow-mountains to the N. of Lake Bygdin and the Vinstervand. A few hundred paces to the W. of this point rises the \*Kvalehøgda, where an admirable survey of the whole of the Bygdin range, the Vangsmjøsen, and the Hallingdal mountains to the S. is enjoyed.

A few hundred paces beyond the church of Vestre Slidre a gate and private road on the right lead in 5 min. to Ølken (\*Hotel and Pension, 31/2 kr. per day), a farm-house converted into an inn, beautifully situated on the hill about 300 ft. above the lake. As this house is a favourite summer-resort and attracts a considerable number of invalids and others, it is generally quite full in the height of the season. The 'Distriktslæge', or physician of the district, lives on the high-road near Ølken. Horses and carriages may be had here. The ascent of the Hvidhøfd and Kvalehøgda, mentioned above, is recommended (3 hrs. there and back).

The scenery continues to be very attractive. In traversing the heights of *Kvale* we obtain a magnificent view of the *Slidrefjord* (1190 ft.), as the upper part of the Strandefjord is often called, with the mountains to the W. — Farther on we pass the church of *Lomen*. (Beyond this point the route is given on the accompanying *Map*.)

10 Kil. Løken (\*Station, English spoken), at the W. end of the Slidrefjord. The road traverses wood the greater part of the way to the next station, ascending the left bank of the Bægna, which, a short distance beyond Løken, forms a fine fall called the

Lofos, a little to the left of the road.

15 Kil. +\thetailo (1475 ft.; \*Station, civil landlady) is a favourite resort of artists, some of whom have embellished one of the rooms with a number of paintings. The situation of the place presents little attraction, but it lies close to the \*Vangsmissen (1540 ft.), a magnificent lake, about 30 Kil. in length. The road follows the S. bank of the lake to Gaarden Kvam, near which it is carried past the Kvamsklev ('ravine cliff') by means of a gallery hewn in the face of the Hugakolle, resembling the Axenstrasse on the Lake of Lucerne. In spring and autumn the safety of travellers is sometimes endangered here by the falling of masses of rock. At the most hazardous point the road is protected by a roof. This is the most striking point on the whole of the Valders route, and commands a noble survey of the imposing lake and the mountains enclosing it. On the right rises the Vednisfjeld, on the left the Grindefield (see below), and opposite us the Skioldfield. To the N. is the Dresjafos. A little farther on, to the left of the road, is Tune i Vang, formerly the station, which, however, was removed in 1881 to (1 Kil. farther on)—

10 Kil. †Grindaheim (\*Vang Hotel, clean and reasonable; the landlord, Ole For, speaks English), beautifully situated on the bank of the Vangsmjøsen. Just before reaching the station we pass the Church of Vang, which replaces the old Stavekirke ('timber church') purchased by Frederick William IV. of Prussia in 1844 for 320 kr. and removed to the Giant Mts. in Silesia. A stone in front of the church bears the Runic inscription: 'Gosa sunir ristu stin thissi aftir Gunar' ('the sons of Gosa erected this stone to the memory of Gunar'). To the S. rises the huge Grindefield (5590 ft.), which may be ascended hence in 4 hrs. — The road continues to skirt the lake, passing several farms (Hagstrand, Førtnæs, Vierdok, and Søre) and the church of Øye. Opposite to us rises the imposing N. bank of the lake, on which

tower the conspicuous Skodshorn (similar phenomenon to that seen on the Lysefjord, p. 48) and the Skyrifjeld.

From Øye a mountain-path, passing to the S. of the Kvamenes (3900 ft.) and the Borrenes (4869 ft.), which last mountain may be ascended from the route, and skirting the Utrovand, leads to Nystuen on the Fillefjeld (see below) in half-a-day.

The road now ascends from the Vangsmjøsen to the small Strandefjord (1604 ft.), which it skirts (not to be confounded with the Strandefjord lower down, p. 90). At the end of it is Kasa.

From Kasa a path leads to the Jonskurd-Sweers (4120 ft.) and thence to the N.W.. passing the Flagerswines (5479 ft.) on the right, to the Giangensjø and Steinbodsjø, and through the Gjelmundsdal to Lake Tyin (Trindehoug, p. 139); in all a good day's walk (guide 4 kr.).

Beyond the Strandefjord the scenery assumes a more mountainous character, and a few farms are now seen on the sunny (N.)

side of the valley only.

19 Kil. Skogstad (1885 ft.; a fair station), 1 Engl. M. to the right of the road, is a good starting-point for a visit to Jotunheim (R. 17). From this point to the next station there is a steep ascent of nearly 1400 ft., and the road is unpleasantly hilly at places, especially to persons descending. The scenery now loses its grand mountainous character.

By making a slight digression from the high-road at Skogstad (about 3 hrs.; guide necessary) a magnificent \*View may be obtained. The path passes the farms of Opdal, Elbjørg, and Flaten on the S. slope of the hill, and crosses the Troldhø (3207 ft.) to the Hagesæt-Sæter in the valley of the Bjørdøla, which falls into the Bægna lower down. The top of the hill commands a very striking survey of the Tyin Lake and the mountains of the Koldedal and Melkedal, with several considerable glaciers.

11 Kil. (pay for 17) †Nystuen (3252 ft.; \*Station, often crowded in the height of summer), which resembles some of the large Alpine hospices on a small scale, stands on the barren Fillefjeld, above the Utrovand. To the N. rises the Stugunos (see below), to the E. the Borrenøs (4870 ft.). The landscape presents the desolate and somewhat monotonous character possessed by most of the higher Norwegian mountains. The gaard, an unpretending group of buildings, is partly supported by government as a 'Fjeldstue', or mountain refuge (comp. p. 202), and is chiefly important in winter, when travellers have frequently been rescued from danger by the bravery of its inmates. (Knud Nystuen, the father of the present landlord, has been presented with the Norwegian silver medal 'for Borgerdaad', i. e. for an act of heroism.) As the most violent winds blow from W. to E., all the buildings are erected with their narrower sides to the W., in order to present the smallest possible surface to the storms. — Route to Jotunheim, see p. 139.

The 'Stugunøs (4827 ft.) may easily be ascended from Nystuen in  $2^{1}/_{2}$ -3 hrs. (or 4-5 hrs. there and back) by following the brook to the W. of the station and than going eastwards. Or the ascent may be made from Nystuen direct (somewhat steep). In either case a guide is unnecessary. The summit commands an uninterrupted survey of the Jotunheim range, from the Horunger on the W. to the Sletmarkhø on the E.— To the S. of Nystuen rises the Suletind (5813 ft.), an imposing mountain-top, 6 Kil. distant. The excursion thither from Nystuen and

back takes 5-6 hrs., presenting no difficulty; or the ascent may be combined with the journey to Maristuen by leaving the high-road at the Kirkestel, a sæter a little beyond Nystuen, and following the old road (den gamle Vei) to the S. The view from the Suletind is one of the

finest in Norway, but is rarely quite clear.

From Nystuen to Aardal (12-13 hrs.; guide desirable). The bridlepath, which is very rough and fatiguing at places, ascends gradually to the path, which is very rough and fatiguing at places, ascends gradually to the right from the Kirkestel (see below), leading between two small lakes to the watershed of the Filleffeld (4½-5 hrs.), which commands a magnificent view of Jotunheim, the Suletind, the Jostedalsbræ, and other mountains and glaciers, and also of the loftly situated Tyin-Vand (p. 139). In descending towards the N. we pass the Stetterust, a fisherman's hut at the W. end of the Torholmen-Vand, from which the Aardela issues. (From Sletterust to Breikvam and Eidsbugarden, see p. 98.) We then descend the sæter-track along the Aardøla to Moen, whence we row in 21/2-3 hrs. to Aardal, see pp. 97, 98.

The road from Nystuen to Maristuen traverses the monotonous Smeddal, a mountain-basin without pretension to grandeur. The old road led over the shoulder of the Suletind and past the Sulevand, which forms the source of the Lara, and then descended steeply to Maristuen, whence it presents the appearance of a grassgrown band ascending the mountain. Pedestrians are recommended to follow the old road, especially if they purpose ascending the

Suletind (see above).

At the Kirkestel ('church chalet') sæter, where the old road diverges to the left, there formerly stood a church dedicated to St. Thomas, in which the pastor of Vang performed divine service on 2nd July annually. In connection with this service a kind of fair was also held, which, however, gave rise to such irregularities and excesses that in 1808 both service and fair were discontinued by order of the authorities, and the church was afterwards removed. Farther on we pass the Gronlidsater and the marble Stotte, or column, which marks the boundary between the Østenfjeldske Norge and the Vestenfieldske Norge, and also that between the Christiania Stift and that of Bergen. It stands at the highest point of the road (3840 ft.), which then skirts the uninteresting Fillefieldvand and Smeddalsvand (3120 ft.), both of which are drained by the Læra. Opposite to us rises the Sadel-Fjeld. We then ascend to the Brusesæter (3243 ft.), and descend thence, partly through birchplantations, with the foaming Læra below us on the right, to -

17 Kil. (pay for 25 in the reverse direction) + Maristuen (2635 ft.; \*Station, good, though unpretending), the second 'Fieldstue' on the Fillefjeld, originally founded by the clergy as a hospice in 1300. Notwithstanding the height of its situation, the air will be found perceptibly warmer than at Nystuen, as it not only lies lower, but is influenced by the more genial climate of the W. coast. The scenery, too, though still wild, is far richer and more pleasing than at Nystuen. Between this point and Hag the road descends 1150 ft., and the valley soon becomes more attractive. At the Bridge of Børlaug, 2 Kil. above Hæg, the Valders and Hallingdal routes unite (see p. 81). We soon stop at —

17 Kil. Hæg (1482 ft.; \*Station, good, and more comfortable than the three last), where the grandest scenery of the \*Lærdal, one of the most superb valleys in Norway, begins. The road follows the valley the whole way to Lærdalsøren. The finest parts of this most picturesque route are the ravine between the Church of Borgund and Husum, and the rock and river scenery between Husum and Gaard Sæltun. Between Hæg and Borgund the road is nearly level, traversing a basin which was once filled with a lake. At the S. end of this basin, about 12 Kil. from Hæg, rises the Vindhelle, a huge rocky barrier, through which the Læra has forced a passage. The new road, completed in 1872, leads through this ravine, at a considerable height above the wild and foaming river, while at various periods no fewer than four different old roads, still traceable, once traversed the Vindhelle itself.

On the right, just before the road descends into the ravine, stands the extremely interesting \*Church of Borgund, with its old Klock-stapel or belfry. (The Skydsgut will procure the key from the neighbouring farm of Kirkvold; fee 40 ø., for each member of a party 10 ø.) This extraordinary, fantastic looking 'Stavekirke', the best-preserved church of the kind in Norway, is believed to date from the 12th cent., but is now disused, service being held in the New Church adjoining. It is now the property of the Antiquarian Society of Christiania. Every part of it is curious and interesting: the external passages, the numerous gables, the shingle-covered roofs and walls, surmounted with dragons' heads, the lofty portal, the elaborate ornamentation consisting of two entwined snakes, and the almost quite dark and windowless interior. On the W. door are the Runic inscriptions—

Thorir raist runar thissar than Olau misso. (Thorer wrote these lines on St. Olaf's fair.) Thittai kirkia a kirkiuvelli.

(This church in the church-ground.)

The church is described in the 'Turistbref från en Resa i Norge' by Finn (Stockholm, 1876; pp. 93 et seq.), in 'Fahrten durch Norwegen' by Hartung & Dulk (Stuttgart, 1877; pp. 232 et seq.), and in several English works on Norway. Comp. the description of the similar church of Hitterdal, given at pp. 21, 22.

The traveller is recommended to follow the old road from Borgund Church to Husum, a walk of  $^{1}/_{2}$  hr., while his carriole takes fully as long to descend the ravine by the circuitous new road; but before doing so, he should visit the entrance to the ravine, where the wild and imposing scenery is enhanced by a fine waterfall (Svartegelfos). The high-road descends thence in windings through the picturesque ravine. Immediately above Husum is another picturesque waterfall of the Lærdalselv (Holgruten). — The route now enters the district contained in the Map at p. 96.

12 Kil. + Husum (\*Station), being the central point of the finest

scenery of the valley, is a good starting-point for excursions. Farther on lies another tolerably level basin, once likewise the bed of a lake, with the Digaard, Kvama, Hougen, and other farms. Immediately beyond it the road enters another grand ravine, which the old road avoided by traversing the dangerous Galder ('cliffs', 'steep slopes') to the right. The new road crosses the river and skirts the overhanging rocks close to its bank, where the water has worn a number of more or less perfect 'Jættegryder', or 'giant cauldrons', showing distinctly how much higher the level of the torrent must once have been. At one point, not far below Husum, the old bed of the stream has even been utilised for the passage of the road, for which part of a 'giant cauldron' has also been hewn away, while the torrent now thunders along 100 ft. below. the N. side of the ravine are Gaarden Galderne and the Store Soknefos, a strange spot for human habitations. — As soon as the ravine expands we come in sight of Gaarden Sæltun, situated on the huge deposits (Skred) of a mountain-torrent. The valley is still confined between lofty and precipitous rocks. The road crosses the Lærdalselv and follows its right bank; it then intersects the deposits of the Jutulelv and traverses a broader part of the valley, from which the Opdal, closed by the snow-clad Aaken (5690 ft.), diverges. Several extensive moraine-deposits are passed on this part of the route.

15 Kil. † Blaaslaten (a poor station) lies a little to the left of the road, which is tolerably level for the rest of the way. The valley is still enclosed by lofty mountains, but the scenery is now comparatively uninteresting. Beyond the Bosos, a waterfall on the left, the road crosses the river and passes the church of Tonjum. By the farms of Eri the valley suddenly trends towards the N., and we now obtain another view of the Aaken with its peculiar ridge resembling that of the Gausta in Thelemarken. The floor of the valley is well cultivated at places and sprinkled with farms, but the mountains are bare and rocky. The traces of numerous landslips and avalanches (Skred) are observable here. The valley finally turns towards the W., and we now pass on the right, near Die, the picturesque Stonjumsfos, which descends in two falls from the Veta-Aas and Hogan-Aas.

11 Kil. Lærdalsøren (\* Lindstrøm's Hotel and Station, two large houses, rather dear, one on the left, and the other a little beyond it on the right, affording good accommodation), the 'alluvial plain of the Lærdal river', lies on a broad, level, and somewhat marshy plain at the mouth of the Læra, shut in by rocky and barren mountains, and affording a very limited view of the arm of the magnificent Sognefjord on which it is situated. To the E., at the head of the Oftedal, rises the Haugnaase (4075 ft.), and to the W. is the Freibottenfjeld. The village, which boasts of a handsome new timber-built church, a telegraph-station, and a few tolerable shops, is a poor place with 800 inhab., deriving its sole

importance from the fact that it forms the principal avenue of approach on the land side to the Sognefjord, and also to Bergen (see pp. 97, 108). The steamboat pier is nearly 2 Kil, from the station (carriole 40-50 o. for each person, with luggage 60 o.). A pleasant walk may be taken along the bank of the fjord to (1/4 hr.) the winterpier, used when the fjord is frozen, and on to Haugene in the Eierdal.

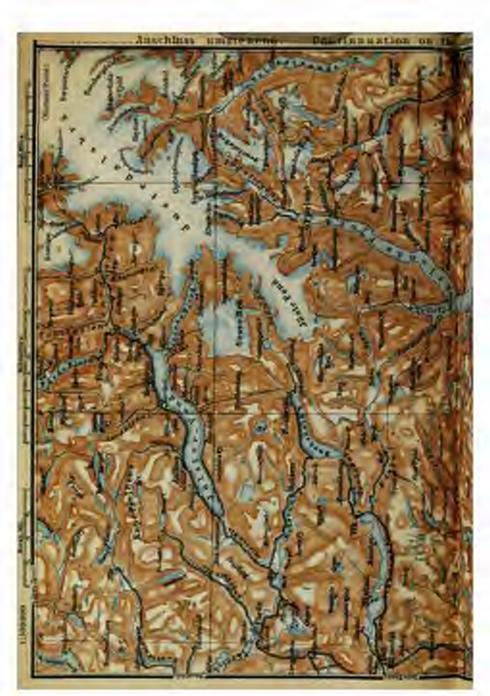
## 14. The Sognefjord.

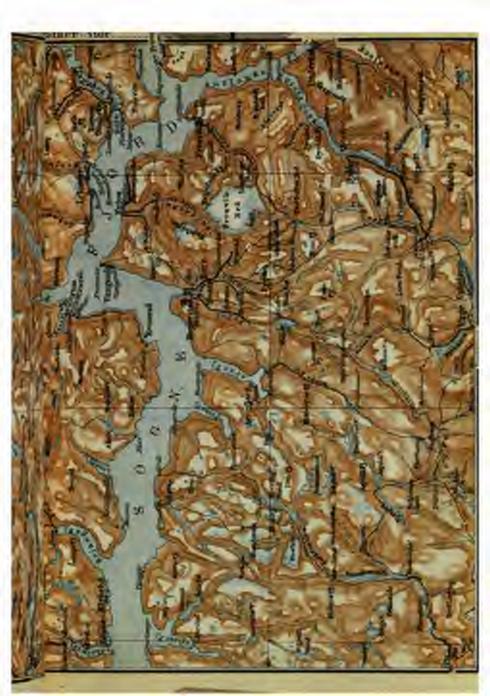
Comp. the Maps.

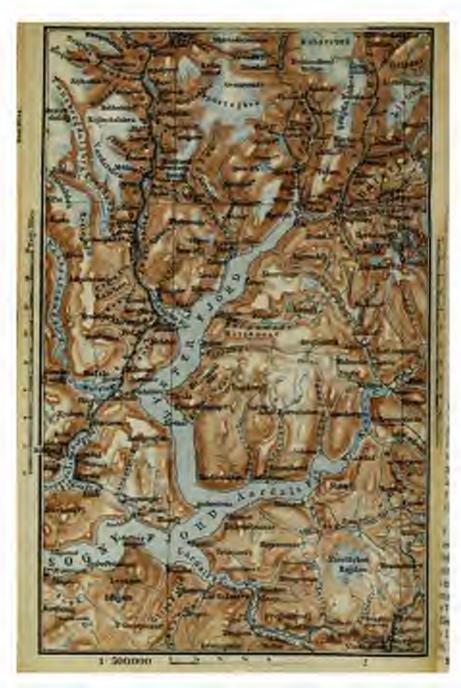
Comp. the Maps.

Steamboats. Although small boats are procurable at all the stations (fare 21, 31, 41 \(\theta\). per Kil. for 2, 3 or 4 rowers), travellers are cautioned against engaging them for long distances, as their speed is usually slow, and the stations are very far apart. In making use of the steamers a careful consultation of 'Norges Communicationer' (under the heading 'Nordre Bergenhus Dampskibe') is absolutely necessary, as several interesting points in the ramifications of the fjord are only called at two or three times a week. The steamers are all well fitted up and have good restaurants on board (which provide wine and beer, but no spirituous liquors), but the sleeping accommodation is limited. If a night or part of a night has to be spent on board, the traveller should lose no time in securing has to be spent on board, the traveller should lose no time in securing a sofa or berth. The cabin fare is 40, the steerage 25, and the deck 15 \(\theta\). per sea-mile (4 Engl. M.). The usual charge for a substantial breakfast with coffee is 1\(^1/2\)-2, for dinner 2, and for supper 1-1\(^1/2\) kr. (fee discretionary, according to length of voyage). Comp. Introd. III.

The \*Sognefjord (from the old word 'Sogne', signifying a narrow arm of the sea), the longest of all the Norwegian fjords, being 170 Kil. (106 Engl. M.) long from Sognefest to Skjolden, and averaging 6 Kil. (4 Engl. M.) in width, forms one of the most important highways of traffic in Western Norway, and also one of the most convenient avenues to some of the grandest and wildest scenery in the country. At places it is nearly 4000 ft. deep. Like all the Norwegian fjords, it is unattractive at its entrance, where the rocks have been worn away, partly by the action of the waves, and partly by that of the enormous glaciers with which the whole country was once covered. The scenery gradually improves as the traveller proceeds from W. to E., until the fjord at length terminates in a number of long and narrow arms bounded by lofty mountains rising at places to a height of 5000 ft., from which numerous waterfalls precipitate themselves into the depths below. At the upper extremities of the N. ramifications of the fjord lie huge glaciers descending from the snow-mountains, including the Jostedalsbræ ('Bræ' or 'Brede' signifying glacier), probably the largest glacier in Europe. In other parts of the fjord again the banks present a smiling and genial character, being fringed with luxuriant orchards and waving corn-fields, and studded with pleasant-looking dwellings. At some points indeed (as at Balholm, Sogndal, Amble, and Skjolden) the scenery of the fjord is not unworthy of comparison with that of the Lake of Lucerne, or even with that of the lakes of N. Italy. In the majestic grandeur of its mountains and glaciers, the Sognefjord far surpasses the Hardanger, but its general character is severe and at places desolate







and monotonous, while the waterfalls, as well as the softer scenery, of its southern rival unquestionably carry off the palm. — Up to the point where the great ramifications of the Sognefjord begin, the climate is the same as that of the W. coast, being rainy and mild in winter and usually damp and cool in summer; but the seasons in its long and narrow arms are more similar to those prevalent in inland European countries. In winter a considerable part of these arms is usually frozen over, and although the ice is detached from the shore at its margins, being raised a couple of feet or more twice daily by the tide, it serves as a busy highway for sledge traffic. On these occasions the steamers of course cannot ply beyond the limits of the open water.

The Inhabitants (Sogninger) of the banks of the fjord, which, with the adjoining country, are all embraced in the name of 'Sogn', appear to belong to two distinct races, those in the W. parts possessing the placid Norwegian character, while those of the E. parts are remarkable for their vivacity, which shows itself in their hurried and almost incoherent mode of speaking. All, however, will

be found uniformly obliging and hospitable to travellers.

#### a. Aardalsfjord. Vettisfos.

STEAMBOAT from Lardalseren to Aardal twice weekly in 2 hrs. — From Aardal to Marifjæren. see p. 99.

Lærdalsøren, see p. 95. At first the scenery of the fjord is comparatively uninteresting. To the left rises the Glipsfjeld, on the W. side of which opens the Vindedal. To the right is the Vetanasse, with the promontory of Fodnæs, round which the steamer steers. Farther on a fine view is obtained to the left of the Lysterfjord (p. 99), with the Haugmælen; in the background the Jostedalsbræ (p. 102). To the S.W. towers the Blejan (p. 105). The steamer now enters the Aardalsfjord, the scenery of which is also somewhat monotonous. On the barren and rocky N. bank rises first the Bodlenakken and then the Brandhovd, between which lie the Ytre and Indre Oferdal. On the wooded S. bank is the station of Nadviken or Vikedal. The Sæheimsdal now opens to the N., and a little later the imposing amphitheatre of mountains around —

Aardal or Aardalstangen (\*Jens Klingenberg's Inn, to the right of the bridge), a small village situated upon an old coast-line, now considerably elevated above the fjord. Opposite rises the snow-clad Slettefjeld or Middagshaugen (4435 ft.). Aardal is the starting-point for a visit to the beautiful Vettisfos (1/2-1 day; p. 99), for a mountain-walk to Nystuen (1-11/2 day; p. 92), and for a \*Tour round the Horunger to Skjolden (4 days; comp. pp. 99, 159). Guide to Vetti desirable, and for the longer tours indispensable; Jens Klingenberg jun. may be recommended (4 kr. per day). Comp. p. 151. For the longer tours provisions must be taken from Aardal, as Vetti is the only place where tolerable food can be procured.

7

Passing the pretty church of Aardal and ascending along the Aardalselv, on the right bank of which lies the farm of Hereid. we reach in 1/4 hr. the Aardalsvand (13 ft. above the sea), a beautiful lake, 19 Kil. (12 Engl. M.) long, surrounded by precipitous cliffs and profound ravines, in which bears are still found. A boat on the lake carries us in  $2-2^{1/2}$  hrs. (1 pers. 1 kr. 40, 2 pers. 2 kr. 20 e.) to Farnæs, at the N.E. end. To the right we see the Stegafjeld, with the precipitous Opstegene on its E. side; beyond lies the Fosdal with the Eldegaard, to which a zigzag path ascends past a waterfall. Farther on, high up to the right, is the Lost-Sæter, beyond which is the Midnæshamer, with the Eldeholt. To the left rises the huge and precipitous Bottnjuvkamb; to the right the 'Plads' or clearing of Gjeithus and the Raudnæs. Then, also to the left, the Nondal, with several farms and the Nondalsfos. On rounding the Raudnæs we see Farnæs, whence a carriage-road ascends the Utladal to Gielle.

From Farnæs a bridle-path ascends to the N.W. through the Fardal From Farnæs a bridle-path ascends to the N.W. through the Fardat or Langedal, passing the Aare and Stokke sæters, to the Maradn-Sæter, whence a path leads through the Lovardalsskard (4699 ft.), a 'gap' or depression at the foot of the Austabot-Tinder and Solei-Tinder, into the Berdal and to Gaurden Fuglsteg (2494 ft.), which lies almost perpendicularly above the valley of Fortun (p. 159). The descent to Fortun is excessively steep, whence probably is derived the name of Fuglsteg, or 'bird-path'. The walk takes 8-10 hrs. in all (guide necessary; 4 kr.).

Pedestrians do not land at Farnæs but at the 'Plads' Vee, a little to the right, on the left bank of the Utla, whence the path ascends to the (20 min.) 'Plads' Røti, where the Sitlefos becomes visible on the right and the junction of the Utla and the Aardola on the left. We cross the latter stream by (1/4 hr.) an old Norwegian bridge and then ascend to (5 min.) the Gaard Moen, where travellers bound for Nystuen (p. 92) or Eidsbugarden (see below) usually spend the night (native beer, coffee without milk, and sometimes fish are alone obtainable).

FROM MOEN TO EIDSBUGARDEN, 10 hrs., an unattractive route (a horse FROM MOEN TO EIDSBUGARDEN, 10 hrs., an unattractive route (a horse should be taken as far as Breikvam). A sæter-track ascends past the numerous falls of the Aardola to the (21/2-3 hrs.) fisherman's hut of Sletterust, where the route to Nystuen mentioned at p. 93 turns to the S., while another path leads to the N. of the Torholmen Vand, at the S. base of the Mansberg, to (2-21/2 hrs.) the 'Fælæger' of Breikvam on Lake Tyin. If a boat can be obtained we cross to Tvindehoug and reach the route to Eidsbugarden mentioned at p. 139; if not we must walk round the N and of the lake fooding the Keldedala.

the N. end of the lake, fording the Koldedela.

Our route continues to ascend. Below us to the left are the Utla and the farm of Volddal. We then descend to the (1/2 hr.) farm of Svalheim and ascend the Utla to (40 min.) Gjelle, with the large Gjellefos. Here begins the Vettisgjel, a narrow ravine ('gjel') 4-5 Kil. in length, bounded by cliffs of immense height, and endangered in winter and rainy weather by avalanches and land-slips. The bridle-path first descends to the left, crosses the river, and reaches Gaarden Skaaren, just beyond which there is another bridge ('Johannebro 1880'). Farther on the path and the turbulent Utla thread their way through a chaos of rocky debris.

After  $^{1}/_{2}$  hr. we reach the \*Afdalsfos (530 ft.), above which is a bridge. The scenery here is very imposing. The ravine ends  $^{3}/_{4}$  hr. farther on at the Holjabakfos, which is formed by the Utla as it bursts forth from a wall of rock. The steep path now ascends to the Holjabakken, from which we have a view of the 'Plads' below, the Gaard Vetti above, and also of three small waterfalls to the left. In 25 min. more we reach —

Gaard Vetti (1092 ft.; capital accommodation at Anfind Vetti's). A rough path (guide unnecessary) ascends hence, at first gradually and then rapidly, to (1 hr.) the \*Vettisfos, or Vettismorkafos, a fall of the Morkadola, about 900 ft. in height, the finest fall in the Sogne district. An eminence on the right bank commands an admirable view of the fall, but a closer approach may be made by crossing a somewhat precarious-looking bridge to the left bank.

The ascent of the Store Skagastølstind (7875 ft.), formerly considered like that of the Matterhorn almost impossible, but now looked upon as comparatively easy, is usually accomplished from Gaard Vetti, with the assistance of Jens Klingenberg of Aardal as guide. The route crosses the Utla and then ascends the steep Stolsmaradal to the Maradals-Sweer, where the night is spent. Next morning we make an early start, cross the 'Næs' into the Midlmaradal, and ascend this valley to the Midlmaradalsbræ, 3 hrs. Our route then leads us over the glacier to its head (3600 ft.), also 3 hrs. After ascending for 1 hr. more we reach the ridge (5040 ft.) between the Midlmaradal and the Skagastølsdal, whence the final and steep climb to the top of the peak takes 2-2½ hrs. more.

The \*CIRCULAR TOUR ROUND THE HORUNGER (with guide, see above and p. 151; a horse must be obtained at Farnes or Gjelle) is best arranged as follows. 1st Day: To Gaard Vetti, with a visit to the Vettisfos (see above). 2nd Day: Viâ the Vettismorka-Sæter and the Fleskedals-Sæter (p. 154) to the Skogadalsbøen (p. 156) in 7-8 hrs., or in ³/4 hr. more to the highest Guridals-Sæter (p. 156). 3rd Day: Across the Keiser Pass (p. 158) to the Skagastels-Sæters (pp. 153, 160), and ascent of the Dyrhaugstind (p. 160). 4th Day: Viâ Fortun to Skjolden, 1½-2 hrs. — Several mountain-ascents may be combined with this magnificent tour, such as the Store Skagastelstind (see above) and the Steinaastind (p. 154) from Gaard Vetti; the Styggedalstoin (p. 156) from Skogadalsbøen; the Fanaraak (p. 156) and the Styggedalstoin (p. 160) from the Helgedals-Sæter. — Comfortable accommodation is obtained at Vetti alone; but the sæters of the Fleskedal, Skagastøl, and Riingadn are at least clean. A supply of provisions must be brought from Aardal.

# b. Lysterfjord. Jostedal.

Steamboats from Lardalsøren and from Aardal, two or three times weekly.

The \*Lysterfjord, the N.E. and longest (25 Engl. M.) ramification of the Sognefjord, presents a series of wild mountain land-scapes, diversified by beautiful scenery of a softer type. On the W. side rises the precipitous Haugmæl (3811 ft.). In  $2^{1}/_{4}$  hrs. after leaving Aardal the steamer reaches —

+Solvorn (\*Hotel), a skyds-station, prettily situated on a bay in the W. bank of the fjord. The 'Sørenskriver', or district-judge, inhabits the large building to the left. In the background rise the snow-clad mountains encircling the Veitestrandsvand.

A hilly road leads from Solvorn to the (2 Kil.) Hafslo-Vand, the bank

of which is skirted by the road from Marifjæren to Sogndal mentioned below. — About 2 Kil. to the N. of the point where the two roads meet lies *Hillestad* (poor station; 4 Kil. from Solvorn, pay for 5), where guides and horses are obtained for an ascent of the Molden.

From Hillestad the road leads viâ Hafslo, with a church and parsonage, to (8 Kil.) the S. end of the Veitestrandsvand (640 ft.), a lake 13 Kil. in length. We then row to the other end of the lake, where accommodation for the night can, if necessary, be obtained at the farm of Heggestrand. Thence on foot across the snow-fields of the S. Jostedalsbræ (p. 102) and through the Veitestrandsskard to the Suphelle-Sæfer and on to Fjærland (p. 110), a fatiguing tour of a whole day (guide and pro-

visions necessary).

On the promontory opposite Solvorn, in a charming situation, lies Urnæs, with its ancient 'Stavekirke' and 'giant tumuli' (Kæmpehouge). To the left towers the huge Molden (3665 ft.). On the right, about 1/2 hr. after leaving Solvorn, we pass the Gaard Ytre Kroken, famed for its orchards. A view is now obtained of the Jostedalsbræ to the N.W., to the left of which is the Leirmohovd and to the right the hills of the Krondal (see below). In  $\frac{1}{2}$  hr. more the steamer touches at —

Marifiæren (\* Jacob Thorvi's Inn), prettily situated on the Gaupnefjord, a branch of the Lysterfjord, and the best startingpoint for a visit to the Jostedal (11/2-2 days; see p. 101). A beautiful walk may be taken hence up the hill to the N.W. to the old church of Joranger, which commands a magnificent view of the fjord and the Feigumsfos, a waterfall 720 ft. high on the E. bank. To the S. of Marifjæren is Gaarden Hundshammer, whence part of the Jostedalsbræ is visible towards the N. On the beach are observed a number of large stones, which have been forced up in to their present position by the ice covering the fiord in winter.— At the N.W. extremity of the Gaupnefjord lies Roneid (p. 102),

3 Kil. distant, reached by small boat in <sup>1</sup>/<sub>2</sub> hour. (or by road).

The Road from Mariffæren to Sogndal (22 Kil., pay for 33) affords a beautiful walk (6-7 hrs.) or drive (5-6 hrs.). Horses must be ordered in good time, as the station is a 'slow' one. The hilly road passes the base of the Molden (see above), which is very steep and not easily ascended on this side, and follows the course of the Bygdeelv. On the right, above us, lies Joranger. We pass a number of farms and cottages, chiefly on the sunny side (Solside) of the valley, and plantations of birches and alders. A little to the right lies Fet with its old church. At the and alders. A little to the right lies Fet, with its old church. At the highest point of the road (about 1200 ft.) we obtain a view of the distant snow-mountains to the S. of the Sognefjord, including the Fresviksbræ and the Rambræ. During the somewhat steep descent we obtain a magnificent "View of the scattered village of Hafslo with the Hafslovand and the mountains of the Sognefjord, and at our feet lies -

8 Kil. (pay for 14) † Hillestad, see above. Beyond Hillestad the road skirts the E. bank of the Hafslovand and Beyond Hillestad the road skirts the E. bank of the Hajstovana and traverses a pine-wood, through which glimpses are obtained of the lake and the Jostedalsbræ to the N. The Solvorn road diverges here to the left. — Beyond Gaarden Oklevig the road attains its highest point, and then descends the numerous zigzags of "Gildreskreden (Skreien), where great caution is necessary in driving. Near the beginning of them is St. Olajskilde, a spring from which sick persons sometimes drink, devoutly making the sign of the cross with two sticks. In descending we obtain a magnificent view of the fjord. On our right rushes the Orreielv, descending from the Veitestrand and Hafslo lakes, and forming the

Helvetesfos and Futesprang. Below us lies Nagløren. The road now skirts the Barsnæsfjord. The glacier-worn rocks, with large isolated boulders resting on them at places, should be observed here. The vegetation gradually becomes richer, and oaks, elms, and ashes begin to appear. Passing through the Berhul, a curious aperture in the rock, the road ascends to the heights of Kvum, which afford another splendid view. At Gaarden Loftenæs, on the opposite bank, the fjord contracts to a narrow channel, and the Sognalsford now begins. We then reach + Hofstund, the station for the discout Rockell (1990). for the adjacent Sogndal (p. 109), 14 Kil. (pay for 19) from Hillestad.

The upper part of the Lysterfjord is grand and picturesque, somewhat resembling the Lake of Lucerne. The steamer passes Næs, near the mouth of the Gaupnefjord, on the left, and the imposing Feigums fos, a fine waterfall of two leaps, 1400 ft. in height, on the right, and next stops (1 hr.) at † Døsen (\*Inn), charmingly situated on the W. bank, near the old stone church of Dale.

From Døsen the traveller may ascend the Daledal by a horse-track, passing several farms and sæters, to Gaard Kilen, beyond which there is a steep\_climb over the Vidde of Storhougen (2600 ft.) to the Vigdals-Sweer. The path then descends to the W. through the Vigdal, passing the Buskrednaase on the right, to the gaards of Bvre and Nedre Vigdal. From the latter the path leads across a hill and then descends abruptly to the Ormbergstel. We then cross the Jostedalselv to Myklemyr (p. 103) or proceed towards the N. to Gaard Ormberg and over the bridge (p. 103) to the road leading to the church of Jostedal (p. 103), 27 Kil. from Døsen (a fatiguing walk of 9-10 hrs.; guide necessary).

From Desen the steamer proceeds (twice a week) in another hour to Skjolden (\*Inn), prettily situated at the end of the Lysterfjord. To the E. rises the snow-clad Fanaraak; in the foreground, to the right, is Eide; to the left is Bolstad.

Skjolden lies at the entrance of the sombre Mørkereidsdal, which is about 12 Engl. M. in length and contains the pleasant farms of Skole, Bolstad, Thohaug, Moen, and Morkereid. Beyond these are several sæters: the Knivebakke-Sæter to the left, the Dul-Sæter and the Dalen-Sæter to the right, and then the Fosse-Swter and the Rausdals-Swter. On both sides lofty fields and glaciers rise abruptly from the valley (comp. the Map, p. 96). From the Rausdals-Sæter we may proceed to the W. over the Field and through the Martedal and Fagerdal to the Gaard Faaberg (p. 104) in the Jostedal (one day).

From Skjolden to the Fortundal, the Horunger, and to Rejshjem,

see pp. 158, 148-151.

#### EXCURSION TO THE JOSTEDAL.

This excursion takes 11/2-2 days. On arriving at Marifjæren (p. 100) the traveller should immediately order a carriage, and take dinner while it is being got ready. The drive to Sperle or Jostedal, where the night is spent, takes 5-6 hrs., while the walker can complete the distance in almost as short a time. On the following morning we walk or drive to Kroken (2 hrs.) and the Nigardsbræ, returning to Marifjæren the same afternoon. — As the stations of Marifjæren, Myklemyr, and Kroken are all 'slow', it is usual to hire the Stolkjærre for the whole tour (to Kroken and back 8 kr.). Riding is not recommended (horse 7 kr.)

Those who wish to pass from the upper Jostedal to the Nordfjord proceed from Kroken, after visiting the Nigardsbræ, to (3/4 hr.) the Gaard

Faaberg, where they dine and obtain a guide for the glacier. The night is spent in Faabergstel, and Gredung i Stryn (p. 188) is reached next day. As the guides in summer prefer to cross the Jostedalsbræ at night, it is desirable to reach Faabergstøl early in the afternoon, so as to have time for several hours' sleep.

The \*Jostedal, like almost all the Norwegian valleys, is a rocky rift or ravine in the midst of a vast plateau of snow and ice. The W. part of this plateau consists of the Jostedalsbræ, the most extensive glacier in Europe (470 Engl. sq. M.), with its ramifications the Hestebra, Tvardalsbra, Vasdalsbra, and Roikedalsbra, while the E. half is formed by the Sportegbra and numerous snow-clad 'Næser'. The sides of the plateau enclosing the narrow Jostedal, which is watered by the Jostedalselv, are usually almost perpendicular. At intervals they recede, forming wider basin-like openings in the valley, which are accompanied by barriers of rock running athwart the stream and indicating the different zones of the valley. The sides of the valley, sometimes attaining a height of 3000 ft., are generally wooded, and are often broken up by transverse rifts and crevices, from which mountain-streams and waterfalls descend into the valley. The glaciers ('Jøkler') and snow-fields ('Fonner') are, however, scarcely visible, till we reach the head of the valley, where parts of the Jostedalsbræ come into view. The Nigardsbræ in particular projects far into the valley near Kroken, and having been long known and frequently explored by Forbes, De Seue, Durocher, Bohr, Naumann, and others, has made the Jostedal the most celebrated of the glacier-valleys of Norway. - The whole valley forms a single parish with a population of 850 souls, most of whom live in rather prosperous circumstances. Lately, however, many of them have emigrated to America. Grain is cultivated as far as the Nigardsbræ. The heat in midsummer is excessive, and in winter the thermometer sometimes falls 30° below zero (Fahr.).

Marifjæren, see p. 100. The road skirts the base of the precipitous mountains on the W. bank of the Gaupnefjord.

3 Kil. Reneid (\*Jacob Moland's Inn), which we may also reach by small boat ( $\frac{1}{2}$  hr.). Carriages may generally be procured here. The delta which the Jostedatselv here forms as it falls into the fjord contains several small farms and the church of Gaupne. Above it rises the Rauberashotten.

The road ascends the Jostedal on the right bank of the river, which is turbulent and muddy. Until late in the afternoon the road is quite exposed to the sun. The bottom and slopes of the valley are here carefully cultivated. The road skirts an old moraine and crosses the Kværne-Elv. At this point begins a series of huge and shapeless rocks, which flank the road all the way to Leirmo. In front of us rises the Leirmohovd. After crossing the Fondola, the road turns to the right to the gorge of Hausadn ('Hausane', the houses), whence a retrospect is obtained of the twin peaks of the Asbjørnnause (5270 ft.). From the rocky wall on the right the Ryfos falls into the valley. A little farther on we reach the first of the curious basin-like expansions of the Jostedal (see above), which takes its name from the hamlet of Leirmo, on the hill to the left.

(From Leirmo we may visit the Tunsbergdalsbræ, 8 Engl. M. in length, the most important of the offshoots of the Jostedalsbræ.) Our route crosses the foaming Tunsbergdals-Elv near a picturesque saw-mill. To the right towers the precipitous Kolnaase. The river now expands and a little farther up fills the whole floor of the valley.

14 Kil. Alsmo, situated upon an old moraine ('mo'). Soon after the road ascends through the rocky and wooded Haugaasgjel, or gorge of the Haugaasen, for about 300 yds. Almost perpendicularly below us, to the right, are the Jostedalselv and the Vigdøla, which here form several fine falls. To the left a glimpse is obtained of part of the Jostedalsbræ. A little farther on we obtain a fine \*View of the deep and imposing basin of Myklemyr, formerly occupied by a lake; to the right is the Gjel, used in winter by sledges, while to the left is the Hompekulen, above which lies the Hompedals-Sæter. Directly opposite to us, to the right, is the Vangsen (see below), the loftiest mountain in the Jostedal. We now descend rapidly into the basin, which has been frequently devastated by the river, passing the farms of Myten, Teigla, and Ocn. Then—

22 Kil. Myklemyr (accommodation at Anders'; slow station). The route now traverses a narrower part of the valley, passing the large farm of Ormberg on the right, and then enters another small basin, with the farms of Fossen and Dalen. A narrow \*Gorge, with a bridge leading to Ormberg (see p. 101), connects this basin with the next, which contains the Sperleven on the left, and the farm of Aasen on the right. The road then crosses a rocky barrier, from the top of which a good view is obtained of the Liaxlen, the Jostedalsbra, and the basin of Sperle. Passing a school on the right we now reach Gaarden Sperle (tolerable quarters), above which, to the left, is the waterfall of the same name, descending from the Listelsbra. Beyond Sperle we ascend a steep incline, at the top of which we pass through wood and cross the Nedre Lid, where the 'Gjel', or ravine, of that name opens to the right. In about 3/4 hr. we reach another beautiful basin, in which lies the —

Jostedals-Kirke (658 ft.). Good accommodation is obtained here at the house of the clergyman ('Sogneprest'), who, however, refuses all remuneration. Travellers who accept his hospitality usually show their appreciation of it by sending him a memento of their visit on reaching home.

Beyond the church we pass, on the left, the Bakkefos, which descends from the Strondafjeld, and near it the Øvre Gaard. Another wide expansion is then reached, into which the Gjeitsdøla precipitates itself in three beautiful falls. To the S.E. rises the imposing Vangsen (5712 ft.), with a large glacier on its N.E. slope, which may be visited from Jostedal (4 hrs.). Between the valleys of Vanddal and Gjeitsdal, which here open to the right, is

the pyramidal peak of the Myrhorn, rising from the great Spertegbræ behind. At the Gaard Gjeidet (1 hr. from the church; milk). we cross the stream issuing from the Krondal, which is flanked on the right by the Haugenaase (4260 ft.) and on the left by the Vetlenibben and Grønneskredbræ.

A path ascends hence through the Krondal and then to the left through the Reikedal, crossing the height at the head of the latter, to the Tunsbergdalsbræ, whence we may descend to the Tunsbergdal and viâ Leirmo to the road in the Jostedal (see p. 102). — We may also ascend the Tunsbergdalsbræ to its head and then cross the Jostedalsbræ at its widest part (highest point 6685 ft.), but this is a very fatiguing and sometimes dangerous route (12-14 hrs.). On the other side we reach the farms of Næsdal (p. 190).

Farther on the road crosses a hill, which affords a fine retrospect of the part of the valley just traversed. In the other direction the view of the Nigardsbræ now opens before us, the best point of view being the bridge at the Berge-Sæter.

10 Kil. Kroken ('slow' station; poor quarters), where guides for the glacier are procured (25-50 ø.). From the bridge we proceed to the left to the lowest gaard, and then on to the highest, named the Nigard. Hence the route ascends the old moraine ('Bræ-Vos'), which commands a magnificent view of the \*Nigardsbræ, a huge stream of ice between the Haugenaase (4260 ft.) and the Liaxlen. A descent to the edge of the glacier is not recommended. The walk from Kroken to the moraine and back occupies 1 hr., that to the margin of the glacier and back the same time.

FROM KROKEN ACROSS THE JOSTEDALSBRÆ TO GREDUNG I STRYN (OR the Nordfjord), 12-14 hrs. (guide 16-24 kr.). A good sæter-track ascends to (3/4 hr.) Gaard Faaberg (1314 ft.; tolerable quarters), where Rasmussen

to (3/4 hr.) Gaard Faaberg (1314 ft.; tolerable quarters), where Ramussen Larsen Faaberg, the best guide, lives. The traveller should find out in Jostedal or Kroken if he is at home, and if not should hire another guide at Kroken. [From Faaberg a path leads through the Fagerdal to the Mørkereidsdal, see p. 101.]

The path then ascends, between the Liaxlen and the Hamrene, to the Bjørnestegadn-Sæter in the Stordal and (1½ hr.) the sæter Faabergstøl (1870 tt.; tolerable quarters), where the night is usually spent. To the W., immediately above the sæter, extends the Faabergstølbræ. We now ascend the desolate Stordal, passing the 0i-Sæter, where the path to the Gudbrandsdal over the Hanspikje, mentioned at p. 162, diverges to the right. Farther on we keep to the left and in 1½ hr. reach the Lodalsbræ (5350 ft.), which we ascend to the right to the Jostedalsbræ. The highest point of the latter is reached to the right of the dalsbræ. The highest point of the latter is reached to the right of the Lodalskaupe (about 6800 ft.). This ascent is very fatiguing, but the view

The descent to Gredung takes 5-6 hrs. We first cross the creviced Gredungstræ or Erdalsbræ, which lies between the Stornause and the Klubben (5150 ft.), and then descend by a very rugged path past the Skaurene to the lower end of the glacier (2300 ft.). The valley now becomes less steep, and the sæter of Gredungsstel and the gaard of Gredung are reached without farther difficulty (see p. 188).

#### c. Aurlandsfjord and Nærøfjord.

STEAMBOATS. There are usually two steamers weekly from Lærdals-oren to Gudvangen via Aurland, and two to Gudvangen direct. Lærdalsøren, see p. 95. — Opposite the promontory of Fodnæs (p. 97) opens the valley of Vindedal, with the Store Graanase. Farther on, to the left, rise the Glipsfjeld and, beyond Refnæstangen, the huge Blejan (see below). To the right, charmingly situated on the Amblebugt (p. 108), lies Amble (Inn), which is usually touched at only by the steamers going to Bergen. In front of us is the Fresviksfjeld, with its glaciers. The steamer then passes the Indre Freningen and calls at  $(1^{1}/_{2} \text{ hr.})$  Ytre Freningen on the main fjord. On a green plateau, about 400 ft. higher, lies the School House, attended by the children of this very scattered district.

From Ytre Frøningen the huge "Blejan (5560 ft.) may be ascended in 6-7 hrs.; it commands an admirable view of the Sognetjord, the Jostedalsbræ, the Horunger, the Jotunheim Mts., the Hallingdal, and Voss. The fjord itself is best seen from the brink of the Lemeggen (5190 ft.), a cliff descending almost perpendicularly to the N. — The ascent from Frøningen is steep. An easier route is from Vindedal (see above; poor accommodation), which may be reached from Lærdalsøren by small boat. The best plan is to pass the night at the Vindedals-Sæter, 1½ hr. above Vindedal and 2-3 hrs. from the top.

The steamboat turns to the left and steams round the Saganæs into the \*Aurlandsfjord (see the Map, p. 96), passing Fresvik (p. 108), and the precipitous Nuten to the right. To the N.W. lies Lekanger (p. 109), below the Gunvordsbræ; to the S. rises the Syrdalsfield with the Steganase (see below). The Aurlandsfjord and the Nærøfjord which diverges from it (see below) are two enormous ravines with precipitous rocky banks, 3000-4000 ft. in height, forming the slopes of the higher mountains behind, most of which are not visible from the lake. As these banks are intersected at places by side-valleys descending to the lake, they are often divided into sections somewhat resembling the lofty gables of mediæval houses. Being rocky and barren, they are almost entirely uninhabited; but houses are occasionally observed high above the lake, perched on some apparently inaccessible rock. Over these abrupt slopes are frequently precipitated waterfalls of great height, partly perpendicularly, and partly in the form of streaks of foam gliding over the dark-brown rock, and reflected in their whole length in the unruffled water of the sombre fjord. Their monotonous murmur alone breaks the profound silence of the scene.

The first place in the Aurlandsfjord is Buene, to the left, with a 'slide' for shooting down timber from the forests above. Then Simlenæs, with a waterfall, to the right, and Brednæs or Breinæs, a group of poor houses on the left. The Kolarelv and Kolartop are also seen to the left. We next pass the entrance to the Nærøfjord (between Nærønæs and Beiteln) on the right, and enter the S.E. arm of the Aurlandsfjord. On the hill to the right are the Steg-Sæters, with two waterfalls. To the left a precipitous slope with the gaards of Nedberge. Farther on, to the right, is Underdal, prettily situated, with a church, whence the Steganaase ('ugly' or 'terrible nose';

5665 ft.), the highest peak of the Syrdalsfjeld, may be ascended viâ the Melhus-Sæter. Opposite, to the E., rises the long Flenje-Eg, to the N. of which rises the double-peaked Jelben, to the S. the Flenjanausi (4840 ft.). The fjord now widens considerably. The mouths of several deep ravines are passed. To the left the gaard of Skjerdal. The steamer stops at —

Aurland or Aurlandsvangen (\*Brun's Inn, suitable for a long stay), the principal hamlet in the Vasbygd, with a small stone church, from which a route leads past the Aurlandsvand, up the imposing Galder of Sønnerheim, to the Hallingdal (see pp. 83, 84).

The interesting Flaamsdal (Flaam or Flaam signifying a flood, or swollen river) may be visited by rowing to Gaarden Fretheim, at the head of the fjord, 6 Kil. distant from Aurland, and walking or riding thence along the Moldaelv to Gaarden Melhus (1294 ft.), where the night may be spent, or to Gaarden Kaardal, the highest house in the valley (3-4 hrs.). The finest points in the Flaamsdal are the hill above the church of Flaam, the Riondefos, Vibesnaasi, and the Berakvamsgjel (Gjel or Gil, 'cleft', 'ravine').

FROM AURLAND TO VOSSEVANGEN (3 days). 1st Day: to Kaardal, as above. 2nd Day (guide desirable as far as Opstøl): a steep ascent of about 2000 ft. to the Gravahals (Hals signifying 'pass'; 3728 ft.), following the telegraph-wires; then a descent to the Rundehoug-Sweter and Opstøl in the district of Voss, whence the path follows the Rundalselv to Almendingen (in all 12-14 hrs.). 3rd Day: bridle-path to (17 Kil.) Kløve, and road thence to (9 Kil.) Vossevangen. — Above Kløve is the so-called Sverresti ('Sverre's path'), which is said to have been traversed by King Sverre and the Birkebeiner in 1177 (see p. xlix). — From the head of the Rundal, which is entered a little to the S. of the Gravahals, and which will eventually be traversed by the Bergen and Christiania Railway, another route, diverging to the left, leads to (6-7 hrs.) Ose on the Osefjord, a branch of the Hardanger (p. 59). A rough mountain-track also leads from Almendingen direct to (6-7 hrs.) Ulvik (p. 58).

FROM AURLAND TO LÆRDAL (2 days). This is an interesting route for

FROM AURLAND TO LERDAL (2 days). This is an interesting route for pedestrians, traversing magnificent mountain-scenery. 1st Day: steep ascent of about 4000 ft. between the Blaaskarl (Skarl, 'snow-drift') on the N. and Hoiskursnuten on the S., and afterwards passing the lofty Hodnsnipe on the right, to the Hodnsweter (8 hrs.).—2nd Day: to the Skaalesweter and ascend the Barshoyda (4635 ft.), commanding a fine view as far as the Horunger, and of the Jøranaasi with the Troldelifjeld. A rough sweter-path then descends to the (7 hrs.) church of Tonjum in the Lærdal (p. 95), from which Lærdalsøren is 10 Kil. distant by the high-road.

The steamer now retraces its course for some distance, affording a fine view of the Troldskilholt to the N.W., steers round the peninsula of Beiteln, and enters the strikingly grand and severe \*Nærofjord, the S.W. branch of the Aurlandsfjord, 12 Engl. M. in length (comp. the Map, p. 96). At the entrance to this fjord we see in the distant the lofty mountains on the W. side of the Nærødal (p. 107). To the left rises the peak of the Krogegg, to the right the Lægdeelv, a waterfall nearly 1000 ft. high. Farther on a fine view is enjoyed to the left of the snowy amphitheatre of the Steganaase, beyond which is the Gjeiteggen, lying even at noonday in a dark shadow. A little beyond Dyrdal, which lies on the right, at the mouth of the valley of that name, the fjord contracts to a narrow defile, bounded by precipitous rocky mountains of immense height. On the left rises the Middagsberg, at the foot of which lies Styve.

Farther on a number of falls descend from the snow-fields to the left, while the Dyrfjeld rises to the right. We next pass, on the left, the Rauegg and the Nissedalselv, the latter descending from the Store Bræen and the Skammedalshøidn, neither of which is visible from the steamer. To the right is a magnificent waterfall, upwards of 3000 ft. high, descending from the Ytre Bakken. The fjord now turns more to the S., and comes in sight of the waterfall of the Bakkeelv and the church of Bakke, with a cluster of poor cottages. Pleasant walk hence to Gudvangen by the road. The mountains of the Nærødal are now very prominent. This is probably the finest part of the fjord. Farther on, several waterfalls are seen on both sides. At the landing-place of Gudvangen the water is shallow, and passengers are landed in small boats.

†Gudvangen (\*Helland's Hotel; \*Hansen's Inn and Station; charges at both, R. 1, B. 1, D with beer 2 kr.), a hamlet on the Narødalselv, at the head of the Narøfjord, 5 min. from the landing-place, lies in so confined a situation that it is not reached by the sun's rays throughout the whole winter. On the E. rises the Sjerpenut, on the W. the Solbjørgenut. From the Kilsboten, to the N. of the former, is precipitated the \*Kilefos, a waterfall resembling the Staubbach, 1850 ft. in height, beginning with a perpendicular fall of 500 ft. and terminating in a cataract. On the right of the fall is the Hestnæsfos and on the left the Nautefos, which unite with it at one point and afterwards separate.

Gudvangen is the best starting-point for an excursion to the \*Nærødal (a walk or drive of 5-6 hrs, there and back), which forms the landward continuation of the fjord and preserves the same wild and imposing character. About 20 min. from Gudvangen the road crosses the exquisitely clear river. To the right towers the huge Jordalsnut (3600 ft.), which consists of light-gray felspath. On the rocky precipices on either side are seen traces of the numerous avalanches (Skreder) which fall into the valley in the early part of the summer. The road gradually ascends past the houses of Sjerping and Hylland, and (about 9 Kil. from Gudvangen) reaches the \*Stalheimsklev (Klev, 'cliff'), a precipitous slope, about 1000 ft. in height, which terminates the valley. The road ascends the 'Klev' by means of sixteen somewhat steep zigzags, the ascent of which takes nearly an hour. On the right is the \*Sevlefos, on the left the \*Stalheimsfos, two picturesque waterfalls. Looking back from the top of the pass (1120 ft.), we enjoy a very striking \*\*View of the profound and sombre Nærødal, with the huge rounded rocky summit of the Jordalsnut on the left, the Kaldafjeld (4265 ft.) and the Aaxlen on the right, and the Kilefos in the distance, near Gudvangen. Somewhat nearer us is the mountain-route of Naalene, leading from the Gaard Brakke to the Gaard Jordal. This view is justly considered one of the grandest in Norway. A little beyond the summit of the pass we reach -

13 Kil. (pay for 17 in the reverse direction) †Statheim i Vossestranden (see p. 78).

#### d. From Lærdalsøren to Bergen by Steamer. The W. Sognefjord.

31 M. Steamboat from Lardalsøren to Bergen 3-5 times weekly in 14-24 hrs. (fares 12 kr. 40, 7 kr. 75  $\mu$ ). Each of the steamers slightly varies its route on each trip, so that it is only at the most important stations that they touch regularly in each direction. Such stations are indicated in the present route by being printed in heavy type. (See 'Communicationer') The distance between the stations are given in Norwegian nautical miles, one of which is equal to 4 Engl. M.

Lærdalsøren (p. 95), as already mentioned, is the most important place on the Sognefjord, being the starting-point of the routes to Christiania through Valders and through the Hallingdal, and also of the local steamers to the western branches of the Sognefjord, which have been already described. The first station on the steamboat route from Lærdal to Bergen is —

2 M. Amble, see p. 105. A road leads hence, passing Gaarden Heiberg, to (2 Kil.) Kaupanger, beautifully situated at the head of the Bay of Amble, which somewhat resembles a large crater. It is not a steamboat-station. The small Stavekirke, now restored, dates from the time of King Sverre (12th cent.). The landscape is diversified here by a number of fine elms and ashes. From Amble to Sogndal the steamer usually takes  $2^{1}/_{2}$  hrs. or more, having a circuit of 25 Engl. M. to perform, while the direct distance is only 8 M.

FROM AMBLE TO SOGNDAL (13 Kil.). The direct route is by a good road to (2 Kil.) Kaupanger (see above), beyond which it ascends, commanding a magnificent retrospect of the Sognefjord and particularly of the precipitous slopes of the snow-clad Blejan (p. 105). The road then enters a pine-forest, and descends past several large farms (each provided with a 'Stabbur' and belfry with the 'Maulklaukka', or bell to summon the labourers to meals) to (7 Kil.) Eide (a poor station). A road skirting the Eidsfjord leads hence to (6 Kil.) Loftesnæs, a substantial farm-house opposite Sogndal, to which the traveller crosses the Sogndal (6 Kil., in 1 hr.; boat with two rowers 1 kr. 8 \mu.), passing the picturesque Storhoug, a mountain furrowed by avalanches, and traversing the Eidsfjord, in which herrings (Sild) are frequently caught in large numbers. To the N.W. rise several snow-clad mountains. The water in this bay is almost entirely fresh on the surface, but is salter in its lower strata.

2 M. Froningen (p. 105), at which the larger steamers rarely touch, lies on the S. bank of the fjord, and is reached in  $1^{1}/_{2}$  hr. from Amble.

 $1^{1}/_{2}$  M. Fresvik, a small station on the S. bank of the Sognefjord, at the entrance to the Aurlandsfjord (p. 105), lies at the N. base of the Nonhaug (Non, 'noon', or rather 2 or 3 p.m., when the sun appears over this Haug). To the E. is Nuten with the Saltkjelnæs. A very interesting excursion may be taken to the Fresvik Glacier to the S.W. (driving practicable part of the way). A mountain path leads hence through the Tundal and Jordal to (8 hrs.) Stalheim (see above), on the road from Gudvangen to Vossevangen.

The steamer now steers towards the N., passing the promontories of Hensene ('the poultry') and Meisen, and enters the narrow Sogndalsfjord, an arm of the Sognefjord about 10 Engl. M. in length. On the left Gaarden Lunden; on the right is Fimreite, on a fertile hill, commanded by the mountain of that name (2575 ft.) rising above it. On 15th June, 1184, Magnus Erlingssen was signally defeated and slain here by King Sverre. Passing through the narrow Norefjord (with the peninsula of Nordnæs on the left), we enter the Sogndalsfjord strictly so called, the smiling banks of which form one of the best cultivated districts in Norway. On the left rises Olmheims Kirke. Fardal lies at the mouth of the Overste Dat. On the right opens the Eidsfjord, on the bank of which rises the Storhoug (3940 ft.). On the left lies Gaarden Stedje (or Steie), with its thriving orchards.

3 M. Sogndal (\*Hotel, R. 80, B. 80, D. 1 kr. 50 ø.), consisting of Sogndalskirke, Hofslund, and Sogndalsfjæren (Fjære, 'beach'), reached by steamer in 11/2 hr. from Fresvik, lies on an old moraine through which the Sogndalselv has forced a passage. The beauty of the situation is enhanced by the lofty mountains in the neighbourhood (Storhougen, to the S.; Skriken, 4120 ft., to the W.; and Njuken, to the N., which last may easily be ascended in 31/2 hrs.), and by the comfortable-looking farm-houses on the banks of the fjord, among which that of Aaberge to the N. is especially conspicuous. After the battle of Fimreite the victorious Birkebeiner are said to have burned a hundred farm-houses here in one day. A pleasant walk may be taken on the bank of the river to the Waterfall, where there are several mills, and then to the S. to the picturesque timber-built Church, a Bautastein adjoining which bears the Runic inscription: 'Olafr konungr saa ut mille staina thessa'. The road may then be followed to Stedje, with its two large Kampehouge ('giant tumuli'), whence we may return to Sogndalsfjæren by boat (an excursion of 1 hr. in all).

FROM SOGNDAL TO FJÆRLAND (10-12 hrs.). A tolerable road ascends from Sogndal to (11 Kil.) the Sogndalsvand (1500 ft.), on which we row to (6 Kil.) Gaarden Selseng at its N.W. end. From this point the traveller may ascend Thorstadnatten, which commands an imposing view of the Togga (4900 ft.), the Fruhest, the Barnekona, and the Jostedalsbræ. To the E. the Horunger are visible in clear weather. — The path now ascends the Longedal, passing several sæters, to the central of the three depressions in the mountain, about 4000 ft. above the sea, to the left of which rise the summits of the Frudalsbræ (5150 ft.). It then descends the Bergedal to Gaarden Berge on the E. bank of the Fjærlandsfjord, from which a boat conveys us in 1 hr. to (6 Kil.) Fjærland (see p. 110). From Sogndal to Marifjæren, a beautiful walk or drive of 28 Kil., see p. 100.

Returning to the central highway of the Sognefind the steamer

Returning to the central highway of the Sognefjord, the steamer

steers towards the W. and touches at -

3 M. Lekanger or Leikanger (\*Inn of Herm. Bruus Enke, suitable for a prolonged stay, R. 1, B. 1, D.  $1^{1/2}$  kr.), situated on the beautiful and fertile N. bank of the fjord, known as the Sjøstrand. To the E. lies Gaarden Henjum, with a quaint 'Stue'

(wooden house) of the 17th cent., and to the W. Gaarden Husebe. with a lofty Bautastein.

A day's excursion may be taken from Lekanger to the N. through the Henjumdal to the Gunvordsbræ (5150 ft.).

On the opposite bank of the fjord lie Fejos, where a steamer touches once weekly in each direction, and Vangsnæs ('meadow promontory'), commanded by huge mountains in the background. From Fejos mountaineers may ascend the \*Rambæren (5250 ft.) and the \*Fresviksbræ (5150 ft.).

Opposite Vangsness the Fjærlandsfjord, which is only occa-

sionally visited by the steamers, opens to the N.

The 'Fjærlandsfjord, of which the Sværefjord and Vetlefjord are branches, extends to the N. for a distance of 19 Engl. M., and is terminated by the Bojums-Jøkel and the Suphelle-Jøkel, the S. offshoots of the Josteby the Bojums-Jakel and the Suphelle-Jakel, the S. offshoots of the Jostedalsbræ. Its banks are very imposing, though less precipitous than those of the Nærøfjord (p. 106). On the left, near the mouth of the fjord, diverge the Sværefjord and the Vetlefjord (see below). On the right, above the Rommedal, rises the Rommehest (4120 ft.), which may easily be ascended, and commands a mountain-view of the grandest description. The steamer stops at Fjærland or Mundal (Inn kept by Aasmund Mundals Enke), 2 Kil. from the head of the fjord; accommodation may also be obtained at Gaarden Vaatevik, 4-5 Kil. from the pier. From either of these points each of the two great glaciers may be visited in 5 hrs. (there and back, guide unnecessary). The steamers stop half-a-day at Fiærland, allowing ample unnecessary). The steamers stop half-a-day at Fjærland, allowing ample time for the excursion.

The 'Store Suphellebræ, in the Suphelledal, 2 hrs. to the N.E. of the steamboat-pier, descending to within 150 ft. of the sea-level, is one of the lowest glaciers in Norway (comp. p. 251). The lower part of the glacier, however, consists merely of the fragments of ice which fall over the rocks from the proper glacier above. — About 1 hr. higher up lies the "Vetlebræ or Lille Suphellebræ, which is remarkable for the purity of its ice. — The Skjeidesnipa (1725 ft.) separates the Great Suphellebræ from the \*Bojumsbræ, the foot of which is 600 ft. only above the fjord,

presenting a huge ice-fall.

From Marifjæren and Hillestad to Fjærland, see p. 100; from Sogndal to Fjærland, see p. 109.

The Sognefjord here trends suddenly to the S. The next steamboat-station is -

2 M. Balholmen (\*Inn), the principal village on the fertile Balestrand, finely situated at the mouth of the small Essefjord, near the entrance to the Fjærlandsfjord, which may also be visited from this point. Balholmen is also a good starting-point for several other interesting tours. The imposing mountain-background consists of Gjeiterryggen, Vindrekken (3875 ft.), and Guldæple; farther to the N. are Furunipa and Toten. Between the Guldæple and Furunipa is the curious gap called Kjeipen ('rowlock', from the supposed resemblance). The \*Munkeg, to the S., which is easily ascended, commands a striking view.

The Balestrand is commonly supposed to be the scene of Tegnér's 'Frithjofs Saga'. At Gaarden Flesje, 6 Kil. to the S., King Bele's tomb (Gravhoug) is pointed out, while the fertile promontory of Vangsnæs opposite is said to be the Framnæs of Frithjof ('the robber of peace'). To the N. of Balholm is the yery picturesquely situated church of Tjugum. Shortly before we

stop at Balholmen, the deck of the steamer affords a view of the Vetlefjord with its glacier-background, but not of the N. end of

the Fjærlandsfjord (p. 110).

From Balholmen to Sande (2 days). 1st Day. Row up the Sværefjord to (11 Kil.) Gaarden Sweren at the head of the bay (tolerable quarters); ascend through the valley (3 Kil.), and then by a steep and rugged path to the Swæreskurd (2300 ft.), a pass between lofty mountains, whence a fine retrospect is obtained towards the Sognefjord; the route next traverses a boggy and sterile plateau to the watershed, descending from which it a boggy and sterile plateau to the watershed, descending from which it soon reaches a sæter (about 5 hrs. from Sværen); it descends thence, passing a small lake, and traversing wood at places, to another sæter, crosses the river, and leads over marshy ground to Mjell (8-10 hrs. walk in all).

— 2nd Day. From Mjell by a bridle-path to Gaarden Hof, and thence by a road to the pretty Viksvand, a lake about 1 Kil. long, which is traversed by boat, passing the island and chapel of Hastad; thence by road to Sande (p. 177; a walk of 3-4 hrs. and a row of 13/4 hr. in all).

From Balholmen to Førde (2 days). 1st Day. Row to (12 Kil.) Ulvestad, at the head of the "Vetlefjord, and follow the road thence to (6 Kil.) Mell. near which an offshout (Hakel) of the Jastedalshra descends into

Mell, near which an offshoot (Jøkel) of the Jostedalsbræ descends into the valley; thence, with a guide, to Grøneng at the N.E. end of the Hauke-dalsvand (rough and fatiguing; 7-8 hrs.). 2nd Day. From Grøneng viâ Holsen and Mo to Førde on the Førdefjord (10 hrs.; road).

Leaving Balholmen, the steamer usually steers due S. to —

2 M. Vik (\*Inn), beautifully situated on a bay on the S. side of the fjord, with fertile environs and snow-mountains in the background. To the left rises Rambæren. The two old churches, one built of timber, the other of stone, are interesting. Numerous boat-houses (Nost, locally pronounced Nausht). To the N. the Vetlebra, a branch of the Jostedals Glacier, is visible; more to the right is the Tvindefos.

A carriage-road ascends the valley behind Vik for about 10 Kil. -Interesting mountain-routes (about 8 hrs. each) lead hence to Stalheim (p. 60), to Vinje (p. 61), and to Gulbraa in the Exingdal (guide necessary

in each case).

Soon after leaving Vik the steamboat passes a promontory on the left, on which is placed a 'Gilje', or apparatus for catching salmon, with waterfalls painted on it with a view to attract

the fish (comp. p. 227).

- 2 M. Nese i Arnefjord, with an old church, picturesquely situated in its bay on the S. side of the Sognefjord, is commanded by an imposing background of mountains about 3000 ft. in height. which are green to their summits. Through the intervening depressions snow-fields are seen in the background. - About 11/2 M. to the S.W., on the S. side of the main fjord, lies Ortnevik, where the steamers occasionally touch, 1 M. to the N. of which, on the opposite bank, lies ---
- $2^{1/2}$  M. Maaren, prettily situated, with a waterfall near it. The white water-worn cliffs bear traces of the great height to which they are sometimes washed by the waves.
- 11/2 M. Kirkebø lies on the N. bank, nearly opposite the Fuglsætfiord.
- 11/2 M. Vadheim (\* Station, 'slow') is prettily situated at the head of the Vadheimsfjord, a bay on the N. side of the Sognefierd.

On the left rises the imposing Norevikheien, to the right a hill with Gaard Hovden. To the E. lies Hovland. 'Overland Route' to Molde, see R. 21. (On the Eikefjord, a bay on the S. side, about 15 Engl. M. to the S.W. of Vadheim, lies Tredal, at which a steamer touches once weekly in each direction.)

3 M. Ladvik, on the N. bank, the principal place in this part of the Sogn district, presents little attraction to travellers. A little to the E. of it is Værholm, where the steamers touch occasionally. To the S. of Værholm, on the opposite bank, is —

1 M. Brække, on the small Risnefjord, above which the Stanglandsfield rises to the W.

2 M. Befjord (or Lervik), on the small fjord of that name. To the N. of Lervik rises the Lihest (2370 ft.), at the head of the Aafjord. The magnificent scenery of the Sognefjord is now quitted; the mountains become lower and more barren, and the picturesque side-valleys disappear. The last station on the fjord is—

2 M. Sognefest, on the S. side, opposite which, to the W., rise the Sulen-Oer, a group of islands (the 'Solundare' of Frithjofs Saga), containing mountains 1800 ft. in height. The steamer now passes through the strait called the Sognesje, and next stops at —

1 M. Evindvik on the Gulenfjord, the famous seat of the ancient Gulathingslag, a popular assembly, to whose jurisdiction all the western 'Fylker' from Søndmøre to Rygjarbit (now Christiansands-Stift and Bergen-Stift, including the Hallingdal and Valders) were subject. The steamer now threads its way through the 'Skjærgaard' or network of islands to the N. of Bergen, inhabited by 'Striler', as the natives of this region are called, touching at (1 M.) Skjærgehavn, (4 M.) Lygren, and (2 M.) Alverstrømmen, and at length reaches—

3 M. Bergen, see R. 10.

# 15. From Christiania to Molde by the Gudbrandsdal and the Romsdal.

#### Lake Mjøsen.

483 Kil. (300 Engl. M.). RAILWAY from Christiania to Eidsvold, 68 Kil. (42 Engl. M.), in 28/4-31/4 hrs. (fares 4 kr. 80, 3 kr. 20, 1 kr. 60 gd. The traveller may also go as far as Hamar by railway, but this is not recommended. — Steamboat daily from Eidsvold to Lillehammer, 105 Kil. (66 M.), in 71/2 hrs. (fares 5 kr., 3 kr. 35 g.). The steamers ('Tordenskjold', 'Kong Oscar') have good restaurants on board. — Diligence from Lillehammer to Veblungsnæs, 275 Kil. (170 M.), thrice weekly in three days (starting on Sun., Tues., and Thurs.; fare 40 kr.). — Steamboat from Veblungsnæs to Molde, 35 Kil. (22 M.), 3-4 times weekly in 3-44/2 hours.

As to the 'Diligence', see p. 87. In midsummer the seats are generally engaged a week or a fortnight beforehand. According to the latest intelligence the diligence stops for the first night at Bredvangen and the second at Molmen, reaching Veblungsnæs on the third. In the other direction the halting-places are Aak or Horgheim, Holsæt, Holaker, or Do-

maas, and Klevstad, Byre, or Fossegarden, Lillehammer being reached on the fourth day. The quickest diligence in this direction is the one leaving Veblungsness on Thurs. evening, which reaches Lillehammer on Sun. at 9 a.m.

The diligence, however, is not recommended except before or after the principal touring season. The traveller will find impreferable to hiry a Carriage at Lillehammer for the dive of Aak or collungsness, for which 150-200 kr. is charged, with a teolo 5.5 kg. An open 'Trille is cheaper. The solitary traveller flouis drive by carriole (which costs about 50 kr., including fees), devoking 26 days to the knurney. In this case the finest parts of the route, particularly those from stuenteen to Ormeim and from Fladmark to Aakken Veltanguas, can be traversed on foot, the luggage being sent on in a stalk lerre. Travellers by carriage or carriole should not spend the night at the places, where the diligence stops (see above). The best quarters is the places, where the diligence stops (see above). The best quarters is the planes, where the diligence stops (see above). The scenery increase in granden at the state of the strict from Molde and Veblungsnæs.

The scenery increase in granden as we advance towards the W. Those who intend to diplore the beauties of this district from Molde and to go farther N. by scener may turn back at Ormeim, after visiting the scenery distriction of the scenery increase in the scenery turn back at Ormeim, after visiting the scenery increase.

Christiania see p. 1. As the train leaves the station, we obtain a fine fiet of Christiania and the fjord to the left, and of the Ege of and he suburb of Oslo to the right. Stations Bryn,

Grorud Strong Ca Then -

20Kil. (13EnglaMA Lillestrommen, the junction of the line To Eidsvold and Longsvinger (see p. 272). The railway from this The carrier is unattractive, but at Frogner and Kloften a glimpse is obtained of the distant blue mountains to the W. Beyond Tregthe trail crosses extensive tracts of gravel, interspersed with scanty wood. Beyond Dal, which possesses several pretty villas, the scenery becomes more interesting. Two tunnels are passed through.

68 Kil. (42 M.) Eidsvold (\*Jernbane Hotel, at the station). Fravellers arriving from Christiania by the morning train go at Ance on board the steamboat, which starts  $\frac{1}{4}$ - $\frac{1}{2}$  hr. later. — If The traveller makes any stay here he may visit the Eidsvold Baths on the Eidsvoldsbakke (R. 4-6 kr. per week, 'pension' 2 kr. per day; baths 50-80 e.), and the Bautastein, or monument, erected to Henrik Wergeland (d. 1845), the poet, and the discoverer of the spring.

A pleasant walk may be taken to Eidsvoldsverk, about 5 Kil. distant. where the Norwegian constitution (Norges Riges Grundlov) was established in 1814. A preliminary meeting took place here on 19th Feb. of that year, the sittings of the national diet began on 10th April, and the constitution (Grundlov) was adopted 17th May. The building, originally a farm-house, has been purchased by government and embellished with portraits of members of the diet.

CONTINUATION OF THE RAILWAY, to Hamar and Throndhjem. see p. 205.

The STEAMBOAT at first traverses the broad and clear Vormen. which issues from Lake Mjøsen and falls into the Glommen. Large tracts of debris, deposited by former glaciers, are passed on both sides. At (8 Kil.) Minne (railway-station, p. 206), where a bridge crosses the Vormen, the steamer reaches the lake itself.

Lake Mjøsen (412 ft.; greatest depth 1482 ft.), the largest lake in Norway, which L. v. Buch has called 'Norway's inland sea', is 100 Kil. (62 M.) long and at its broadest part 17 Kil. (101/2 M.) in width, and forms a convenient highway between the districts of Gudbrandsdalen and Hedemarken to the N. and E. and those of Thoten and Gvre Romerike to the W. and S. Like the Alpine lakes of Switzerland, Lake Mjøsen is very deep at places (1482 ft. near Skreiabjergene), and though it lies 412 ft. above the sea-level, it is a curious fact that the lowest part of its bed is upwards of 1000 ft. below that level. The Skreiabjerg or Skreia-Fjeld, on the W. bank, about halfway between Eidsvold and Gjøvik, rises to the height of 2300 ft., but with this exception the hills bounding the lake are of very moderate height. The only considerable Bays formed by the lake are those of Tangen and Hamar (Akersviken). Opposite to Hamar lies the large and well-cultivated Helgee, the only island in the lake, which at this point attains its greatest depth (1475 ft.). The erection of fortifications and a large central arsenal (like that of Karlsborg in Sweden, p. 291) on this island is projected. The Hunner Grret is a kind of trout peculiar to this lake.

The scenery of the banks of Lake Mjøsen is of a soft and pleasing character. They present an almost unbroken succession of fields, woods, and pastures, studded with numerous farm-houses and country residences, but will perhaps seem somewhat monotonous if the traveller goes all the way from Eidsvold to Lillehammer in one day.

The steamer touches at Ekornholm, Stigersand, and Fjeldhoug on the W. bank, and then crosses to Gillund and —

Hamar (\*Victoria, Jernbane-Hotel, both near the steamboat pier and railway-station, and facing the lake), sometimes called 'Storehammer' to distinguish it from Lillehammer, the capital of Hedemarken, with 2400 inhab., prettily situated between the Furnæsfjord to the N. and the Akersvik to the E., which last is crossed by a long bridge. Hamar dates from 1152, when an episcopal see was founded here by the papal nuncio Nicholas Breakspeare, an Englishman, afterwards Pope Adrian IV. From that period also are said to date the ruins of the old Cathedral, once a handsome edifice, of which four round arches of the nave alone are left.' A pleasant walk may be taken to the ruins, 20 min. to the N.W., where the original town of Storehammer was situated. The old town with the cathedral and two other churches was destroyed by the Swedes in 1567. The modern town, which received its municipal charter in 1864, and again became an episcopal see in 1864, has thriven greatly since the construction of the railway to Throndhiem (p. 206). - Near Hamar is the 'Folkehøiskole' of Sagatun.

The steamer now steers towards the W., passing on the left

the pretty Helgee, and touches at Næs, Smervik, and —

Gjøvik (Gjøviks Hotel, near the pier, with view of the lake, and Victoria, 100 yds. farther up the main street, both good), the capital of Thoten Fogderi, with 1112 inhab., situated on the W. bank of the lake, about 60 Kil. from Eidsvold and 40 Kil. from Lillehammer, and at the mouth of the Hunselv. Pleasing views of the lake and Helges from the Hunskirke and other heights near the village.

FROM GJØVIK TO SKØIEN, 40 Kil. (25 M.), carriage-road with fast stations (diligence, see below). The road at first ascends rapidly, traversing

extensive woods, to -

14 Kil. + Mustad (a fair station), situated about 1500 ft. above Lake Mjøsen. The drive to this point occupies fully 2 hrs., after which the road traverses a nearly level plateau to (11 Kil.) Lien, a farm-house near the road, and formerly the station (clean and cheap). About 3 Kil. farther on is -

14 Kil. + Granum (a fair station), situated a little to the right of the road, (which farther on descends to the basin of the Randsfjord (p. 88). About halfway between Granum and Odnæs a direct road to (140 Kil.) Christiania diverges to the S., skirting the E. bank of the Randsfjord the first half of the way. A little farther on, about 8 Kil. from Granum, is + Odnæs (p. 88). Then —

12 Kil. (from Granum) Skøien, see p. 88.

The steamer now continues its northward way through the lake. which contracts to the dimensions of a river, and touches at Heggenhaugen, Ringsaker (with an old church containing a Flemish altar-piece of the 16th cent, Birid (with a glass-foundry), and Frengstuen. About 21/4 hr. after leaving Gjøvik it reaches — †Lillehammer. — \*Victoria Hotel, well situated, near the bridge

over the Mesna; \*Madame Ormsrud, in the main street, on the left, a little farther on; charges at both, R. 1-11/2, B. or S. 11/2, D. 2 kr. The steamboat-pier is fully 1 Engl. M. from the hotels; omnibus to and from

Skyds Station, at Vingsnas (see below). Information about the Dil-IGENCE to Veblungsnæs is given at the office of Hr. A. M. Larsen.

Shors. F. Frisenberg, on the E. side of the main street, sells well-executed silver-plate and trinkets at moderate prices; tastefully carved

meerschaum-pipes, etc. at G. Larsen's, on the opposite side of the street. Lillehammer is beautifully situated on the Mesna, on the E. bank of Lake Mjøsen (comp. p. 36), about 150 ft. above the lake, and 1/2 Engl. M. below the influx of the Lougen (Laug, Laug, or Log, i. e. 'river'; Laagen, 'the river'; 'the Lougen', though generally used, is grammatically speaking, a pleonastic expression). The town (1560 inhab.), which presents a modern appearance, has enjoyed municipal privileges since 1827 only. It is called Lillehammer ('little hammer') to distinguish it from Hamar or Storehammer. The principal building is the substantial and handsome Grammar School (Latinskole), at the S. end of the main street, overlooking the church and the lake. A cotton-mill (managed by Hr. Ingeniør Lyng), saw-mills, flour-mills, and a manufactory of agricultural implements add to the importance of the place. Lillehammer is a pleasant point for a short stay, and being the terminus of the Mjøsen steamboats and the starting-point of the Gudbrandsdal route, is a very busy place in summer and a great rallying-point for travellers.

The turbulent Mesna forms several beautiful \* Waterfalls about 11/2 Engl. M. to the N.E. of the town, the finest being the Helvedeshot, or 'hell cauldron', near which is the Niagara Bath House. Pleasant walk of 1/2 hr. to the S., passing the Grammar School, to a bench on the road-side, commanding a fine view of the lake. here scarcely 3/4 Engl. M. in breadth. To the E. of Lillehammer stretches a vast tract of forest, wild and almost uninhabited. The Mesna and the Mesna Lakes, in a sequestered situation 7 Engl. M. the E. (reached by a rough, and at places swampy forest-path), to afford good trout-fishing.

On the W. bank of Lake Mjøsen, opposite Lillehammer (ferry adjoining the steamboat-pier), lies † Gaarden Vingnæs, a postingstation, prettily situated, from which a good, but somewhat hilly road, with fast stations, leads to Gjevik (p. 115).

At Lillehammer begins the Gudbrandsdal, or valley of the Lougen, through which our road ascends. As in the case of the Hallingdal (p. 79) the name is applied not only to the principal valley, but also in a loose general sense to all the small lateral valleys the streams of which drain into the Lougen. The inhabitants (Gudbrandsdøler) are generally well-to-do, and distinguished by their curious customs and their pride. According to Norwegian ideas the valley is well cultivated, but the cattle-pastures occupy much more ground than tilled fields. In summer most of the inhabitants migrate with the cattle to the sæters. The scenery of the Gudbrandsdal is comparatively tame, as the heights enclosing it are merely the lower spurs of the fjeld, the higher peaks of which are only occasionally visible. The valley sometimes expands and becomes more picturesque, but as a whole it is sombre and somewhat monotonous.

The admirable road ('Kongevei') ascends gradually from Lillehammer, at a considerable height above the Lougen, and passes smiling green slopes with forest in the background. The numerous heaps of stones ('Agerstener') on the road-side testify to the trouble which the farmers have had in preparing their land for cultivation. The syllables rud, rod, or ryd in which names of Norwegian places so frequently terminate have reference to the 'uprooting' of trees and removal of stones. On the left is passed a 'Mindesten', or monument, to Hr. Bergk, constructor of the road.

About 1/2 hr. from Lillehammer a road descends to the left into the About 1/2 ft. from Littenammer a road descends to the left into the valley, crosses a bridge, and then ascends the Gausdal, passing the stations of (12 Kil.) + Diserved, (15 Kil.) + Veisten, (14 Kil.) + Helleberg, and (14 Kil.) + Kvisberg, beyond which mountain-tracks, rarely used, lead to the Jotunfield (p. 126). A little beyond Diserud is the gaard of Olestad, belonging to Bisrastjerne Bisrason, the poet and novelist.

The Gausdal Sanatorium, a large hotel and pension near the Skeisæter, and a favourite resort of Norwegian visitors, is finely situated on the hill to the right of the Gausdal, about 3000 ft. above the sea-level, or 2600 ft. above Lake Mjøsen, and 42 Kil. from Lillehammer. An omnibus runs to the Sanatorium in summer from the Victoria Hotel daily (in 61. hrs.), returning thence to Lillehammer in the afternoon (in 5 hrs.; fare 8 kr.). It may also be reached by carriole viâ Diserud and (14 Kil.) †Nørstevold. Visitors making a prolonged stay at the Sanatorium pay 5-6 kr. per day for board and lodging; passing travellers are charged hotel-prices. Among the many pleasant walks and excursions which may be taken from the Sanatorium, one of the finest is to the (2 hrs.) summit of \*Præstekampen (4090 ft.), which commands an admirable view of the glaciers and peaks of the Jotunfjeld and other mountains.

14 Kil. †Fossegaarden (good quarters) is beautifully situated above the Lougen, which here forms a fine fall called the \*Hunnerfos, where the famous Hunnerørreter, or lake-trout (p. 114), are caught in large numbers. The Neverfield, a fine point of view, may be ascended hence in 2 hours.

Beyond Fossegaarden the road traverses a ravine where the Lougen has forced its passage through a barrier of rock. On the left rises the *Dreshula*, a picturesque cliff. The vegetation is very rich. — The peasants here wear red caps, and frequently carry a peculiar kind of pannier on their backs (Bagmeis, elsewhere called Næverkont). On the road-side are a number of Hvilesteller, or open stalls for resting horses. The posts flanking the road (called Rodestolper) mark the portions (Roder) which the adjoining landowners are bound to keep in repair.

18 Kil. † Formo (plain but clean quarters), from which a view is obtained to the E. of the snow-capped peaks of the Róndane (p. 207). A horse fair of considerable importance is held annually at the neighbouring village of Stav, on 15th-17th August. Between Formo and Kirkenstue lies Lake Losna, which contains excellent fish. The scenery continues to be attractive.

15 Kil. †Kirkestuen (\*Station). On the left rises the picturesque mountain called Tuliknappen, and to the right the Djupdal, above which is Gaarden Upsal. Near Kirkestuen the height attained by the river during an inundation (Flom) on 16th and 17th June, 1860, is marked on the rocks. The road next passes through a ravine bounded by the precipitous and furrowed Elstaklev and a similar rock opposite. The horns of the cattle here are frequently tipped with wooden or metal knobs to prevent them from doing injury. On the road-side are seen numerous snow-ploughs (Sneplouge).

12 Kil. † Skjæggestad (\*Station; walls adorned with photographs, including 'Col. Sinclair's Landing' from a picture by Tidemand) is picturesquely situated, but the environs are somewhat marshy. On a hill to the left, a little beyond it, stands the old church of Ringebo. The Klinkenberg (3080 ft.) is sometimes ascended hence for the sake of the view (6-8 hrs. there and back; horses at the station).

From Skjæggestad a lonely bridle-path leads to Solliden and the Atne-Vand (a day's journey), whence the traveller may either proceed to

Foldal and Jerkin on the Dovrefjeld (p. 202) by a tolerable road, or descend the valley of the Atne-Elr to Atna. Comp. p. 207.

The valley now becomes somewhat marshy. We pass the Vaalhoug on the right, and cross the Vaalaelv (fine view). Farther on are the churches of Venebygden and Fron. We next observe the Gaard Steig, picturesquely and loftily situated, once the residence of the 'Foged' Lars Gram, the leader of the peasants who annihilated the Scottish invaders commanded by Col. Sinclair (p. 119). Farther on is Gaarden Huntorp, once the seat of Dale Gudbrand, the powerful heathen opponent of St. Olaf. Beyond it is Gaarden Hove, once the scene of heathen sacrificial rites. In the vicinity are several barrows (Kæmpehouge).

14 Kil. Listad i Søndre Fron (\*Station, comfortable; \*Gaard Lillehove, a little farther on), near which is the church of Fron, prettily situated, is a good place for spending the night. The road now descends gradually to the Lougen, which here begins to assume the character of a mountain-torrent. On the left is Gryting, a pleasant-looking gaard; on the right rises the Skudal, a precipitous rock.

12 Kil. Byre (tolerable station). A road to the right, crossing the Lougen, leads hence to Kvikne and Skabo, whence a dreary track ascends to Jotunheim (not recommended). Comp. R. 16.

The scenery now becomes of a wilder and grander description. The valley turns to the N., and then, beyond Gaarden Vik (\*Inn, formerly the station), to the W.

9 Kil. Storklevstad (\*Station) lies a little below the church of Kvam, situated on the right. Below the church, to the left, is a stone near the road-side recording that Col. Sinclair is buried there (see below).

The road now traverses a poor district, partially wooded with stunted pines and birches. The fields are irrigated by means of numerous cuttings (Rænner). The cottages of the Husmænd, or farm-labourers, called Stuer, are usually roofed with turf. The large slabs of slate common in this district are used for making walls, for roofing purposes, and for the drying of malt. A number of small gaards are perched on the hill-side in apparently inaccessible situations. The magpie (Skjer), an object of superstitious veneration among the Norwegian peasantry, is frequently seen here. The river forms numerous rapids and cataracts. The roadhas now attained a height of about 1000 ft. above the sea-level, or 600 ft. above Lake Mjøsen. The Sjoa here falls into the Lougen.

Immediately above the confluence of the Sjoa and Lougen a road diverges to the left, crosses the Lougen, and ascends the valley of the Sjoa to (29 Kil. from Storklevstad) + Bjølstad, one of the largest and most interesting gaards in Norway, the proprietor of which claims to be of royal descent. Near it is the church of Hedalen. The next stations are + Nordre Snerle and (25 Kil.) + Sgrum (p. 128).

The road now passes the new district prison, and reaches the station of ---

17 Kil. Bredvangen (\*Inn, small), beautifully situated. The horses have usually to be fetched from the pastures on the other side of the Lougen, which here forms a lake-like expansion. The background of the Alpine picture, looking up the valley, is formed by the lofty Formokampen (see below). A little beyond Bredvangen the Lougen is joined on the left by the Ottaelv, through the valley of which a road leads to (11 Kil.) Aasoren, (15 Kil.) Snerle, and (20 Kil.) Sørum (p. 128).

On the right side of the road, about halfway between Bredvangen and Moen, is the steep hill called Kringelen, which was formerly traversed by the old road. On 26th August, 1612, when Col. George Sinclair with his 900 Scotch auxiliary troops, who had landed a few days previously at the Klungenæs on the Romsdalsfjord, were attempting to force their way through Norway to join the Swedes, who were then at war with the Norwegians, they were intercepted by an ambush of 300 Norwegian peasants at this spot. The natives had collected huge piles of stones and wood on the hill above the road, which they hurled down on the invaders when they reached this part of the road. Most of the ill-fated Scots were thus destroyed, while the survivors, with a few exceptions, were put to the sword. (See Laing's 'Norway'.) The massacre is commemorated by a tablet in the rock to the left, bearing the inscription, 'Erindring om Bondernes Tapperhed'.

8 Kil. + Moen (tolerable station) lies at the confluence of the Lougen with the Ula, which descends from Lake Ula at the foot of the \*Róndane (p. 207), and forms the Daanofos ('thunder-fall') close to the road. The wall of the neighbouring Churchyard of Sel is curiously constructed of slabs of slate, while most of the old tombstones are of Klæbersten or soapstone. Half-an-hour may be pleasantly spent here in ascending the interesting valley of the Ula for a short distance. — The pigs of the Gudbrandsdal, sometimes adorned with triangular pieces of wood (Sule) round their necks, enjoy perfect liberty, and are a sturdy, wholesome-looking race.

We now pass several deposits of stone and detritus (Skred), the ends of which from some unexplained cause rise in the form of The largest of these is passed near Laurgaard, before reaching which we cross the river.

10 Kil. + Laurgaard (\*Station, comfortable) lies about 1000 ft. above the sea-level.

An interesting excursion may be made hence by a bridle-path to the Hovringen Sæter, fitted up as a small inn, the property of the station-master at Laurgaard, about 11 Kil. distant. Near it rises \*Formokampen (4835 ft.), a fine point of view, easily ascended.

FROM LAURGAARD TO SØRUM (or Vaage, 21 Kil.). The picturesque, but hilly road crosses the mountains to the W. of Laurgaard to (14 Kil.)

Nordre Snerle and (7 Kil.) Sørum (p. 128).

The road now leads along the Lougen through the imposing pine-clad \*Ravine of Rusten, resembling the Schöllenen on the Gotthard Route. The river has here forced itself a passage through the rocky barrier of the Rust, and descends in a series of rapids and cataracts. The finest point is at the \*Bridge which carries the road to the right bank of the river, about 1/2 kr. beyond Laurgaard. The traveller is recommended to walk from Laurgaard to the bridge, near which diverges the above-mentioned road to the Høvringen Sæter. On emerging from the ravine we soon reach the highest point of the road (1850 ft. above the sea-level) and find ourselves in an Alpine-like valley, in which cultivation almost totally disappears. Cuttings for irrigation appear here also. On the right rises the Rustenfield, on the left the Kielen, the huge mountain-mass between the Lesso Valley and Vaage. As late as July large patches of snow are seen by the road-side. The broad floor of the valley is covered with deposits of stone and sand, partially overgrown with stunted pines.

12 Kil. †Brændhougen (\*Station), in the parish of Dovre. The station contains a curious old wardrobe, painted and gilded, a table dating from 1763, and several specimens of wood-carving.

The Jetta (5430 ft.) which rises to the W., is sometimes ascended from Brændhougen. It commands an imposing view of the Dovrefjeld, the Rondane, and the Jotunfjeld.

We now cross the Lougen by a new bridge, and soon after pass the church of *Dovre*, which Prof. Forbes calls a singular and ugly structure ('Norway', p. 11), situated on an ancient moraine. Like many of the Norwegian churches, it is built in the form of a Greek cross. In the centre rises the tower. At the end of each arm of the cross is a small projecting addition. The whole structure is covered with large dark slabs of slate. Some of the tombstones in the churchyard are interesting. — The farms, as usual, are all placed on the sunny side of the valley, while on the other side rise dreary masses of mountain and rock.

12 Kil. †Toftemoen (\*Station) lies at the head of the Gudbrandsdal in the narrower sense. The name signifies an inhabited site (Tuft) on a sandy plain (Mo). The word 'toft' occurs in England and Scotland in a somewhat similar sense. The station-master traces his descent from Harald Haarfagre, and possesses a number of interesting old curiosities. A sæter about 1 hr. distant, belonging to his father, is interesting.

Beyond Toftemoen the scenery is at first very uninteresting. The road ascends over huge deposits of detritus to Gaarden Lid, the buildings of which are roofed with birch-bark (Næver) covered with green turf. We obtain here a fine view of the profound ravine of the Lougen, with the Kjølen rising above it. The peak in the distance is the Horung.

11 Kil. † Domaas, or Dombaas (2160 ft.; \*Station, a comfortable, well-built house, but dearer than most of the others; tele-

graph-office; the station keeper and telegraph official speak English), is an important place owing to its position at the junction of the Gudbrandsdal and Dovrefjeld routes (to Molde and Throndhjem, see R. 25), and lies high above the ravine of the Lougen (about 2000 ft. above the sea). White fox and other skins and reindeers' antlers are offered for sale here. The air is fresh and exhilarating, and the place is suited for a prolonged stay.

A pleasant excursion of 4-5 hrs. may be taken from Dombaas to the Hardegsæter on the S. bank of the Lougen, where a fine view of the valley,

of Snehættan, and other mountains is enjoyed.

The road to Molde leads as far as Stuefloten through an uninteresting and shallow upland valley, the mountains enclosing which are comparatively tame in form. The bottom of the valley is sandy, and partially covered with a scanty growth of pines, birches, and heather. The ascent is very gradual. A short way beyond Domaas the road skirts the N. bank of a narrow lake called the Lesje-Vand (1720 ft.), which has been partially drained.

12 Kil. + Holaker (\*Station, moderate charges). The road pas-

ses the Lesje-Kirke and reaches -

15 Kil. †Holsæt (\*Station), at the N.W. end of the Lesje-Vand. A bridle-path ascends from Holsæt by the Loraelv to the Storsæter and the Nysæter (about 5 hrs.), and crosses the mountains thence to Aanstad (or Skeaker, p. 161), a long day's journey, which may be broken by spending a night at the Nysæter, a pleasing specimen of the Norwegian chalet (see p. 122).

At the highest part of the valley lie three small lakes known as the Lesjeskogen-Vand (2050 ft.), from which to the W. the Rauma descends to the Atlantic, and to the E. the Lougen to the Skagerrak. In the vicinity a picturesque waterfall. The fishing is well spoken of.

10 Kil. † Lesjeverk (\*Station), at the S.E. end of the lake, derives its name from the iron-mine formerly worked here.

12 Kil. † Mølmen (\*Station) lies at the W. end of the lake and near the church of Lesjeskogen, which has given its name to the whole district.

From Mølmen to the Gaard Reiten in the upper Eikisdal (10-12 hrs.),

a fatiguing mountain-path, see p. 199.

FROM Mølmen to Aanstad (Røjshjem), about 80 Kil. (50 Engl. M.). Travellers from the Romsdal, desirous of visiting the Jotunfjeld, and of avoiding the long circuit by Domaas and Laurgaard to Røjshjem, are recommended to walk or ride across the mountains by the bridle-path from Mølmen to Aanstad or Skeaker (about 50 Kil.), and drive thence to Røjshjem (30 Kil. more). The whole of this route may be accomplished in 11/2-2 days. A good walker may reach Aanstad in 16 hrs. (7 hrs. to the Nysæter, 2 hrs. rest, and 7 hrs. more to Aanstad); but it is preferable to walk or ride to the Nysæter on the first day, and to Aanstad on the second, whence Røjshjem may be reached in the evening. Guide from Mølmen to Aanstad 12, horse 12 kr. (Sivert Paulssøn of Lid, near Mølmen, is recommended as a guide.)

The route traverses a dreary mountain-tract, the wildness and solemnity of which may almost be described as awe-inspiring. Fine weather is of course indispensable to the enjoyment of the expedition, the chief attraction of which consists in the distant views. Reindeer are occasionally met with. The route is quite unattended with danger, as the

track is well defined by means of heaps of stones (Varder), to which it has for centuries been the custom for travellers to contribute. Provisions are necessary, as the Nysæter affords nothing but coffee, milk, and Røm-

megrod (wheat-meal boiled in cream, very rich).

1st Day. The path gradually ascends through a birch-wood in the Grandal to the (1 hr.) Gransætre (or sæters of Enstad and Malmen), where we obtain a view of the Romsdal mountains. On the opposite side of the Grona, to the left, is a small tarn (Kjonn, or Tjærn, the pronunciation of kj and tj being identical in Norway and Sweden). The path descends to the stream and crosses several brooks and deposits of detritus. Aconite and the dwarf birch (Betula nana) are frequently seen here, and the Alpine or Lapland character of the flora becomes more marked as we proceed. Reindeer-moss (Rensdyrmosse), here eaten by the cows, is also abundant. After 2 hrs. more the path again ascends to the left. The birch disappears, and patches of snow are passed. Looking back, we observe the Svarthøi to the N. of Mølmen, and the Storhøi more to the right. The scenery soon becomes exceedingly bleak and wild. In 1½ hrs. more we reach the top of the first hill (Toppen), where we obtain a striking view of the Romsdal mountains to the N.W.: Mongejuret, Vengetinder, the Romsdalshorn (usually called 'Hornet'). To the N.E. are the Svarthøi and Storhøi, and farther distant the Snehættan snow-range. To the S.W. rises the Løfthøi with its large glacier, adjoined by an amphitheatre (Botn) of black precipices and a broad expanse of snow.

From the first 'Top' a ride of 1 hr. to the S. over stony ground, scantily overgrown with reindeer-moss, chamois-cress, and other Lapp flora, brings us to the second Top called the "Digervarde, about 5000 ft. in height, which commands a view of the whole Jotunheim chain, from the Glittertind to the Fanaraak and beyond it. The Galdhøpig is parti-

cularly prominent.

We now descend in about 2 hrs. more, over loose stones part of the way, to the Nysæter, a building with four rooms, kept by civil herd-girls. (There is one bed which will accommodate two travellers. Alpine fare. Everything clean, though homely.) The girls call (lokken) the cattle down from the hills in the evening by singing 'Fjeldviser' similar to those with

which Jenny Lind once delighted the world.

2nd Day. By starting very early, we may reach Aanstad soon after noon. The monotonous track crosses the Lorafjeld, which it reaches in about an hour. It passes several tarns (Tjørn, Kjærn, or kKjærn, see above) and the W. side of the larger Fillingsvand. The broad snow-clad mountain to the left is the Lomshoring. We cross the discharge of the Fillingsvand. Among the interesting mosses occurring here are the Rensdyrmosse (see above), the Komosse or Hvidkvelle, and the golden yellow Gulskin. The Betula nana covers the ground so densely at places as to form a kind of carpet.

After a walk or ride of 3-4 hrs, from the Nysæter we reach the W. end of the Lomshorung, where a halt is usually made. To the W. lies the "Aursjø, a fine sheet of water with a magnificent mountain background. The path next skirts the W. slope of the Horung for 1 hr., commanding a view of the mountain range on the S. side of the Ottadal, including the Lomsegg and the Hestbræpiggene. About 2000 ft. below us lies the valley and its western ramification. This scene is admirably calculated to convey to the traveller an idea of the immense disproportion between the extent of the mountain wilds and that of the cultivated land in Norway.

As we descend, the vegetation rapidly becomes richer (Linnaea borealis abundant), and the temperature rises. On the slope to the right is the first sæter on this side of the route. The path descends to the Aura, the discharge of the Aursjø, which forms a fine waterfall. Pines and afterwards birches re-appear. The first gaard on the slope of the valley is Bakke. Among those that follow, one on the left has a tastefully carved portal. The rye and barley-fields here are watered by hand with a kind of shovel (Skjelvæk). In 1 hr. from the point of view above

mentioned we reach the bottom of the valley. (The ascent in the reverse direction takes 2 hrs.) The path crosses the greenish glacier-fed Otta by a long bridge, commanding a splendid view, and leads to the right to the  $(\frac{1}{2} hr.)$  +Aanstad station (p. 161). The station-master will sometimes give the traveller horses to convey him direct to Rejshjem; if not, it is necessary to turn to the left by the Church of Lom (p. 129) and drive to +Andvord (3/4 hr.), return thence to the church, and ascend the Bævradal to Rejshjem (p. 145).

REMARKS ON SETER LIFE. In connection with the above route a few remarks on sæters may not be unacceptable to the traveller. The sæter, or mountain chalet, consists of two rooms at least, one for the use of the inmates, and also for cooking purposes, with the Skorsten or fire-place (also called Arne or Grue); the other (Melkebod) for dairy purposes. Over the fire hangs an iron pot or kettle by a chain, and adjacent there is usually a boiler built into the wall for the preparation of the cheese. The whey (Mysa, Prim) is made into cheese (Mysost), and is often carried down to the valleys in drum-shaped tubs (Flasker, Krukker). The sæters formerly had no chimneys, the smoke being allowed to find its way out through an opening (Ljor) in the pyramidal shaped roof, which at the same time afforded light. The cows  $(K\sigma er)$ , often accompanied by sheep (Sauer) and pigs (Svin), are usually sent up to the mountain pastures  $(til\ Sæters)$  on St. John's Day  $(24th\ June)$ , and remain there till 10th September. Women and girls, as a rule, are their sole attendants. In singing their picturesque cattle-call, the sæter girls usually address each cow by name (as Maieros, Helgeros, Lekros, Palmeros, Tærnros, the syllable ros being a term of endearment specially applied to cows; also Maanfrue, moon-lady; Krone, crown; Gulgave, gold-gift, etc.). The word Kuss is also used to call cows and calves; Gisa is addressed to pigs, Nuts is also used to can cows and Faale to horses. Among the dogs at the Nysæter were Faust, Passop, Vægter, Barfod, Spring, Freya, and Bataer. Among the dairy utensils may be mentioned the Melkering or Melkekolle (milk vessel), the Melkkak (skimmer), the Dal or Ember (pail), the Krak (milking stool), the Sil (milk-strainer, 'sile'), and the Vandsela (water-pitcher).

Beyond Mølmen the road passes Gaarden Einabu, with an ancient 'Bautastein'. King Olaf, 'the Saint', is said to have halted at this gaard in 1029, when pursued by the rebellious peasantry, shortly before the final struggle to regain his supremacy which terminated with his death at Stiklestad near Levanger. The scenery is bleak and wild.

13 Kil. Stuefloten (Station, good and moderate) is the last place in the Gudbrandsdal, at a height of 2050 ft. above the sealevel. The Romsdal, the mountains of which are now seen stretching far into the distance, begins here.

From Stuefloten to the Eikisdal, towards the N., a fatiguing mountain-path, see p. 198. — Another mountain-route, little frequented, leads hence towards the W. to the Norddalsfjord, a branch of the Storfjord in the Sondmore district. It ascends the course of the Ulvaa, which descends from the *Ulvevand*, crosses the mountains, and descends by the *Bodalselv* to the *Tafjord*, the innermost bay of the Norddalsfjord, where the steamer touches once weekly on its way to Aalesund and Mæraak. Sylte, on the N. side of the entrance to the Tafjord, and Relling on the S. side, are touched at twice weekly by a steamer to Aalesund, and twice weekly by one to Hellesylt.

The road through the \*\*Romsdal, or valley of the Rauma, which rises in the Lesjeskogen-Vand (p. 121), is one of the grandest and most widely celebrated routes in Norway. The whole way from Stuefloten, or at least from Flatmark, to Veblungsnæs (50 or 30 Kil. respectively) is specially recommended to pedestrians.

Beyond Stuefloten the new road descends the once dreaded Bjørneklev ('bears' cliff') in numerous windings. In the deep gorge to the left flows the Rauma, which here receives several tributary streams, the chief of which is the Ulvaa, the discharge of the Ulveand. The river sometimes entirely disappears from view. About 4 Kil. from Ormeim we come to a finger-post indicating the way to the \*Slettafos (properly the Lower Slettafos, as there is another fall of the same name higher up), '80 ells' from the road. We alight here, cross the new bridge above the fall, and follow the path for a few hundred paces to a spot below the overhanging rocks, where the imposing cascade is seen to the best advantage, and where its roar is loudly reverberated. The rocky walls of the gully have been worn into deep cauldrons ('Jættegryder') by the action of the water.

10 Kil. (pay for 11) † Ormeim (\*Station, unpretending), beautifully situated on the right bank of the Rauma, and several hundred feet above it, commands an admirable view of the picturesque \*\*\*wrmofos, or Værmedalsfos, a waterfall on the opposite bank, nearly 1000 ft. in height, and of the mountain called the Alterhoi. After rain, and during the melting of the snow in early summer, the fall assumes most imposing dimensions. The windows at the back of the station afford a good survey of the fall. If time permits, a day should be devoted to inspecting the fall

more closely and ascending the \*Storhætten (5885 ft.).

The ascent of Storhætten occupies about 4 hrs., and riding is practicable for three-quarters of the way (guide 4, horse 4 kr.). The route descends from the station to a bridge over the Rauma, crosses it, turns to the right, and ascends by the side of the Varmofos to a (11/2 hr.) Sæter. After  $1^1/2$  hr. more the path terminates and riders dismount. In another hour, the last half of which is spent in clambering over loose stones, we reach the summit. The view, like those from most of the Norwegian 'Fjeldnuter', is deficient in picturesqueness, although extensive. — The best point for surveying the Varmofos is a rocky knoll on the right (E.) bank of the Rauma, exactly opposite the fall, and easily found without a guide. It is reached by traversing the pastures at the back of the station.

Beyond Ormeim the scenery continues fine, but nothing is lost by driving from Ormeim to Flatmark. The road at first descends rapidly, commanding a view of the Værmofos on the left. Farther on, on each side, are several other fine waterfalls, precipitated from rocks 2000-3000 ft. in height, but most of them are unimportant in dry seasons. On the right are the Styggefondfos, the Gravdefos, and the Skogefos; on the left the Dentefos. In the background rises the Skyrisaxetn and the Middagshougen (to the S., above Ormeim).

11 Kil. †Flatmark (a fair station) lies, as its name ('flat field') indicates, in a broader and more smiling part of the valley. The mountain scenery around is very grand. The road and the Rauma next thread their way through a chaos of enormous blocks

of rock, the result of some tremendous landslip. The scene is most impressive and picturesque, and is one of the finest of its kind in Europe. On the right we next pass Monge and the picturesque Mongefos, descending from the mountain called Mongejuret. To the W. we discern the peaks of the Trolltinder, to the E. the snow-capped Olmafjeld, the whole forming a mountain scene of the most impressive character. A little beyond Monge, on the left, we observe Gaarden Rennen, and, farther on, a waterfall. The sides of the valley are here 2000-3000 ft. in height. Farther on the valley expands, and the road traverses a marshy tract, once the bed of a lake.

12 Kil. Horgheim (235 ft.; unpretending but good station) lies on an ancient moraine, near the gaard of Mirebe. To the right rises the huge Romsdalshorn, from which numerous large masses of rock have fallen into the valley. Through the bed of the stream runs a stony track which is used in winter as being less exposed to avalanches, but is generally under water in summer. On the left now begin the strikingly picturesque \*Trolltinder ('witchpinnacles'; 5880 ft.), from which avalanches (Sneskred) and rocks are frequently precipitated in winter. Part of the serrated ridge is known as the Brudefolge, or bridal train. At the end of the last Muhre is Gaarden Fiva, in a plantation of birches. The road follows the right bank of the impetuous Rauma, with the Romsdalshorn on the right and the Trolltinder on the left. It then leaves the ravine and enters a smiling dale, enlivened with luxuriant green pastures and numerous ashes, birches, and alders. We next reach the -

Gaard Aak (85 ft.; \*Landmark's Hotel, with baths, comfortable, charges reasonable), charmingly situated on an eminence to the right of the road, and justly a favourite place for a prolonged stay (salmon and trout fishing in the neighbourhood). The name (pronounced  $\bar{o}ke$ ) is probably a contraction of 'Aaker' (cultivated land), and occurs in Meraak, Berkaak, etc. The scenery here is dominated by the huge \*Romsdalshorn (5090 ft.), usually known as the Horn, which rises to the S.E. Adjoining it on the N. are the picturesque and still more lofty Vengefjeldene (6035 ft.).

the picturesque and still more lofty Vengefjeldene (6035 ft.). Excursions from Aak. 1. Ascent of the Romsdal to Stuefolen, see above. -2. Through the Isterdal to the Isterfos, and thence by the Stegane to the Stegafjeld (see p. 185). -3. To Veblungsnæs or Næs, and then either N. to Sten, or S. to the Indiford and Vold (p. 194), or W. to Thorvik and the hill described at p. 196. -4. Ascent of the Romsdalshorm (see above). We ascend the Vengedal and pass the night in the Vengedals-Sæter (ca. 3600 ft.). On the next morning we cross the Lillefjeld to Skaret (ca. 4900 ft.), and climb to the peak from the W. side. The last part of the ascent is difficult. Matthias Soggemoen and Erik Norahagen of Romsdal may be recommended as guides. On the top is a 'Varde', erected by the first travellers who made the ascent (in 1827).

The road now traverses old glacier-moraines, forming a pleasant park-like tract. On the left opens the *Isterdal* (p. 185), on the E. side of which are the last summits of the Trolltinder, with a large

glacier, while on the W. rise the Sostrene ('the Sisters'), Kongen. Dronningen ('Queen'; 5407 ft.), and other fine Alpine peaks. In front of us, above Veblungsnes, rise the Isterfield (to the left) and the Storhesten (to the right). The roads to Næs and Veblungsnæs diverge from each other at the bridge over the Rauma, the former continuing in a straight direction, the latter crossing the river.

+ Næs (\*Aandal's Inn, station), 17 Kil. from Horgheim and 5 Kil. from Aak, lies on the Isfjord, an arm of the Romdalsfjord to the N. of the mouth of the Rauma, commanding an admirable view of the mountains of the fjord, the Romsdal, and the Isterdal. Næs is better suited for a prolonged stay than Veblungsnæs, which is besides often overcrowded.

† Veblungsnæs (\*Onsum's Hotel; \*Hôtel Romsdal, small and moderate; \*Enkefru Brit Sletten, in the village, unpretending), 16 Kil. from Horgheim and 51/2 Kil. from Aak, lies on the Isfjord, to the S. of the mouth of the Rauma. Veblungsnæs commands a finer view of the Romsdalshorn, and particularly of the Vengetinder, than Aak, but the situation of the place itself is far less picturesque than that of Aak or of Næs. Carriages are always in waiting here for those who wish to drive to Aak or Næs. The 'Skydsstation' is at Sotnos, near the Præstegaard of Gryten, 20 min. walk from the nier. No fewer than four different well-defined coast-levels are observable here (comp. p. xxxiii). - Sten, at the end of the Isfjord, see p. 195.

From Søtnøs or Aak through the Isterdal by a bridle-path, and down the Valdal by a road, to Sylte, a steamboat-station on the Norddalsfjord,

in  $1^{1}/_{2}$ -2 days (see pp. 184, 185).

The excursions mentioned above in connection with Aak may also be made from Næs and Veblungsnæs. The finest is that along the W. bank of the fjord to *Thorvik* (3 hrs., there and back), with a visit to the hill above the Gjersætvatn (p. 196), 1 hr. farther on.

From Nas and Veblungsnas to Molde, see RR. 23 a, 23 b.

#### 16. Routes from the Gudbrandsdal to Jotunheim.

Of the four routes to Jotunheim described in the following pages the third is the most frequented, as it is used not only by travellers for Jotunheim but also by those who wish to pay a passing visit to this mountain-district on their way to the Sognefjord. The other three routes are also inferior in interest. In addition to this it may be noted that a strong wind on the Gjende (p. 140) or the Bygdin (p. 136) renders the approach to the Jotunheim proper difficult or at least uncomfortable.

### From Kvisberg to Lake Gjende.

2 Days at least, the night being spent in a sæter. A guide should be hired at Kvisberg or Espedalsvand (3.4 kr. per day).

Kvisberg, the last station in the Gausdal, see p. 116. — A good

bridle-path leads from Kvisberg in 11/2 hr. to -

8 Kil. (pay for 11) Vasenden on the Espedalsvand (about 2360 ft. above the sea-level; good quarters at A. C. Nielsen's), a lake, 8 Engl. M. long, for the passage of which the landlord procures a

boat (1 kr. each person; for a single person 1 kr. 60 ø.). At the N. end of the lake we cross an 'Eid', beyond which is the Bredsjø, about 3 Engl. M. long, forming the geological continuation of the Espedals vand. Hans Halvorsen Flaate here provides a boat (40 %. each person; 60 e. for one) which conveys us to Veltvolden, or Rytviken, on the N. bank; and we ascend thence in less than 1 hr. to the Dalssæter. To the right rises the Rutinfield (4968 ft.), to the left the Storhopia (4727 ft.), and opposite us the Hedalsmukampen (5900 ft.).

Two routes lead from the Dalssæter to Lake Gjende, one lying to the N. of the other: ---

The Northern Path leads from the Dalssæter to the Kampesæter or to Veslund, both lying to the N. of Lake Olstappen (2 hrs.); the so-called 'Sikkilsdalsvei' then runs to the W. across the Skalfield. crosses the Muru Loner, which descends from the N., by a bridge, and reaches the Aakre-Sæter (3130 ft.; 4-5 hrs.), at the foot of the Aakrekampen (4633 ft.). The path then leads to the S. round the Sikkilsdalshø to the (11/2 hr.) Sikkilsdals-Sæter, the property of a company. If the wind is not too strong, we row across the two Sikkilsdalsvande; otherwise we must walk along the N. bank of the smaller lake, cross the 'Eid', and follow the S. bank of the larger lake, but at a considerable height above the water, in order to avoid the marshy ground. On the right rises the Sikkidalshorn, and on the left are the Gaapaapigge. We next cross a hill commanding a beautiful view of the mountains and glaciers to the W., descend into the Sjodal, and cross the Sjoa to Gjendesheim (p. 142).

The Southern Path leads from the Dalssæter along the bank of the Espa, which descends from Lake Olstappen to the Bredvand. In the distance rises the Nautgardstind. The path, now difficult to trace, next crosses the Vinstra by a bridge, and leads thence nearly due N. to the (2 hrs.) Finbøle-Sæter; then across the Finbolhoug to the Hinoglelid-Sæter and the (3 hrs.) Flysæter, picturesquely situated. — Thence to the Sikkidals-Sater, where this route unites with that mentioned above, 2-3 hrs. more.

#### b. From Bjølstad to Lakes Gjende and Bygdin.

11/2-2 Days, spending a night at the Griningsdals-Sætre.

Bjølstad in the Hedal, see p. 118. The path at first follows the left (N.) bank of the Sjoa, and leads past Aaseng and Fjerdinggrand to Gaarden Stene, to the N. of which is the Lussater, commanding a magnificent distant view of Jotunheim, and well deserving a visit. We next reach (2 hrs.) the Rindssæter, at the confluence of the Sjoa and the Rindenelv. We may now follow the latter stream to (1 hr.) Randsværk (2397 ft.; good sæters), and cross the Graahe to the S. to the Riddersprang (p. 130); or reach the same point from the Rindssæter by following the Sjoa.

From the Riddersprang the route follows the right (E.) bank of

the Sjoa to the Saliensæter and the Stutgangen-Sæter. We now quit the Sjodal and turn to the S.E., round the Stutgangen-Kamp, and thus reach the Griningsdal, with its sæters (good quarters).

The path leads round the large rocky knoll to the W. of the Griningsdal to the Kampsæter and the Grasviksæter, at the N. end of the upper Sjodalsvand. From this point we may row to the Besstrandsætre or Bes-sætre (p.131), and walk thence to Gjendeosen; or we may walk the whole way thither, skirting the E. bank of the Sjodalsvand the first part of the way. — Gjendesheim, see p. 142.

From Gjendesheim an interesting route (to which, however, the great difficulty of crossing the Leirungselv is a serious drawback) leads through the Øvre Leirungsdal to the Svartdal, and thence along the Svartdalsaaxle

to the Gjendebod (p. 140). Guide necessary (5 kr. 20 g.).

FROM GJENDESHEIM TO LAKE BYGDIN (6-8 hrs., guide 4 kr.; not a very attractive route). The path leads on the S. bank of the Sjoa to the Leirungsvand and passes round the E. side of the lake. It then ascends the course of a brook to the S. to the Brurskard-knatte, avoiding the extensive marshes of the Leirungselv in the valley of that stream. Around the Leirungsdal rise the imposing Synshorn, Knutshultstind, Kjærnhultind, and Høgdebrattet.

At the top of the hill towards the S. we reach a dreary plateau called the Valdersfly (Fly, 'marshy mountain-plateau'), with its numerous ponds. Keeping a little to the E., we then descend by the Rypekjern stream to the Vinstervand or Stromvand. For a short distance we follow the W. bank of the lake, cross the Vinstra by a bridge, turn towards the S.W., past a spur of the Bitihorn, which has been visible from the Valdersfly onwards, and thus reach the Raufjord Hotel near the E. end of Lake Bygdin (see p. 135).

Those who take this journey in the reverse direction should row from the Raufjord Hotel to the Sundsæter at the N.E. end of Lake Bygdin, and along the Breilaupa (p. 136), which descends from the Kalvashøgda on the N., ascend towards the N.E. to the Valdersfly, on which the route unites with that described above.

#### c. From Bredvangen to Røjshejm.

86 Kil. (54 Engl. M.). Road with fast stations (carriole 17 \( \nu\$, per Kil.) — This route is one of the principal approaches to Jotunheim and is also traversed by travellers from the Gudbrandsdal to the Sognefjord (comp. p. 126).

Bredvangen, see p. 119. — The route diverges from the Gudbrandsdal road at Kringelen, to the N. of Bredvangen, crosses the Lougen, and ascends the wooded and monotonous Ottadal.

11 Kil. Aasoren. We then pass the old farms of Bjørnstad and

Tolfstad.

16 Kil. Snerle, where the road from Bjølstad i Hedal and Storklevstad (p. 118) joins ours. The valley now expands, and the snow-capped Lomsegge becomes visible in the distance.

7 Kil. †Serum (\*Inn, comfortable), ½ hr. to the W. of which is the curious old church of Vaage. The road to Nordre Snerle and Laurgaard diverges here (21 Kil.; see p. 119).

The road now follows the S. bank of a lake 40 Kil. (25 Engl. M.) in length, called the Vaagevand as far as Andvord, and the Ottavand farther on, passing a number of gaards, some of which are historically interesting. Storvik, one of these gaards, where tolerable quarters are obtainable, about 12 Kil. from Sørum, is prettily situated. The Thesse, which falls into the lake near this point, descends from the Thessevand (p. 130), and on its way forms several fine cascades. The most picturesque of these is the \*Oxefos, which may be reached without a guide in  $1^{1}/2$ -2 hrs. by following the E. bank of the stream. Opposite, on the N. bank of the lake, rises the Skardhø (5340 ft.).

21 Kil. † Gardmo, the next station, also lies on the S. bank of

the lake, beyond which the road runs more inland.

15 Kil. †Andvord (\*Station), lies near the influx of the Bævra into the Vaagevand, which above this point is generally called the Ottavand.

From Andvord to the Geirangerfjord, see R. 18.

A view is obtained of the valleys of the Bævra and Otta, separated by the huge Lomsegg. By the bridge of Lom the Bævra forms a waterfall, the milky colour of which indicates that it descends from glaciers. The alluvial deposits at the mouth of the stream have formed a considerable delta, which confines the Otta to the N. side of its valley. About 2 Kil. from Andvord we reach the —

\*Church of Lom (1290 ft.), one of the ancient Norwegian Stavekirker, built entirely of resinous pine - wood, and dating from the 13th or 14th century (comp. p. 21). The architectural forms recall the Byzantine style. The once open roof is now concealed by a flat ceiling, and there are other modern disfigurements. The Pulpit, with its sounding-board, and a silk Flag with a hand holding a sickle (Ljaa) are noteworthy. Hr. Brodahl, the pastor, who often obligingly shows the church himself, states that the flag was presented by a neighbouring farmer who introduced the system of irrigation many years ago. This must have been a great boon to the community, as rain is scarce in this district (comp. p. 163). The curious dragons' heads on the outside of the church, the scale-like roof, the central tower, and the N. portal should also be noticed. The external woodwork is coated with tar, which has become as hard as stone. The restoration of the edifice is contemplated. — The churchyard contains interesting Tombstones of 'Klæbersten', or soapstone, in the form of crosses encircled with rings. — A Stabbur at the Præstegaard, or parsonage, is also worthy of inspection.

The road to Røjshjem now turns to the S.W. and ascends the narrow and at first well cultivated \*Bævradal, with its brawling stream, a picturesque valley, especially when seen by morning light. One of the bridges is a curious old Norwegian structure,

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and another near Røjshjem is also an object of interest. At one point called the \*Staberg, where there is a mill, the ravine is extremely narrow, and huge blocks of rock have fallen into it from the hills above. Higher up, the valley expands, but at the same time becomes stony and sterile. Great caution is necessary in driving, as the narrow road runs close to the bed of the stream at places. In the back-ground rise the Galdhø, which conceals the Galdhøpig, and the Djuvbra, forming a most imposing mass of ice and snow. On the right we pass the Gaard Suleim, with a waterfall, and on the left the falls of the Glaama and the hamlet (Grand) of Glaamstad.

17 Kil. †Røjshjem, see p. 145.

#### d. From Storvik to Lake Gjende.

 $1^1/2$ -2 Days. A walk which embraces several interesting points. Guide desirable as far as the Fuglsæter. The night may be spent at the Fuglsæter or at the Veoli-Sæter.

From the Gudbrandsdal to Sorum and Storvik, see p. 128. — From Storvik the path ascends the right (E.) bank of the Thesseelv to the Ringnæssæter, thence to the S.W. to the \*Oxefos, or Endinfos, and across the river to the Nordsætre at the N.W. end of the Thessevand (about  $1^{1/2}$  hr.), a lake 6 Engl. M. long, abounding in trout, and which is said to have been presented by St. Olaf to the inhabitants of Gardmo (p. 129). In  $1^{1/2}$  hr. more we row to the Naaversæter at the S. end of the lake, whence the route mentioned at p. 145 leads through the Smaadal to the Visdal.

The path now traverses the disagreeable marshes formed by the *Smaadela* at its influx into the lake. A horse may possibly be obtained at the Naaversæter to enable the traveller to cross the swamp dryshod; if not, he must keep as far as possible to the right in order to avoid it. Beyond this point the path leads to the S. to the (2-3 hrs. from the lake)—

Fuglsæter (3035 ft.; good quarters). If time permit, the traveller may ascend the Fugleho (see the Map), in order to obtain a view of the Jotunheim Mountains.

About  $^{1}/_{2}$  hr. to the S. of the Fuglsæter we reach the picturesque, pine-clad Sjodal, where a bridge leads to the E. to the right bank of the Sjoa. Near this spot, according to tradition, the 'Valdersridder' with his abducted bride, when pursued by the 'Sandburidder', sprang across the rocky chasm, which accordingly bears the name of Ridderspranget. (The route to Randsværk crosses this bridge; see p. 127.)

Our route follows the left (W.) bank of the Sjoa, and after about 1 hr. quits the Sjodal and ascends to the W. to the **Veolisæter** (good quarters), near the *Veodal*.

The neighbouring \*Veoknap commands an admirable survey of the celittertind, Nautgardstind, etc. — An uninteresting route, chiefly used by reindeer-stalkers, leads through the Veodal and crosses the Skautflyene,

between the Glittertind and the Veobræ; it then descends by the Skauta-elv to the Nedre Sulheims-Sæter in the Visdal (p. 144).

The route now descends into the Veodal, crosses the *Veoelv* by a bridge, and reaches the  $(1^1/2 \text{ hr.})$  Hindsæter in the Sjodal, near the influx of the *Store Hinden* into the Sjoa.

A path leads hence, crossing the Sjoa by a bridge, to the Stutgangen Sæter on the E. side of the Sjodal, and to the Griningsdals-Sætre (p. 128), which command a fine view of the Nautgardstind to the W.

After wading through, or leaping across, the Store and the Vesle ('little') Hinden, we next reach (about  $1^{1/2}$  hr.) the three —

Rusliensætre (2648 ft.; good quarters at all).

The ASCENT OF THE NAUTGARDSTIND ('neat-yard peak'), a broad and partly snow-clad pyramid but with a summit free from snow, may be made from these sæters in 3-4 hours. It is sometimes spoken of as a 'Dametind', partly because of its graceful form and partly because the ascent has been frequently accomplished by ladies. The path follows the cattle-track ('kuraak') to the Hindfly, where it turns to the left to the Sondre Tværaa and round the Russe Rundhø, traversing 'Ur'. Fine view hence, to the S.W., of the Tykningssuen (7710 ft.). We now come in sight of the slightly flattened and snowless summit of the "Nautgardstind (7610 ft.), to which we have still a steep ascent of about 1/2 hr. on the N.E. side of the cone. On the W. side the Tind ends in a vast 'Bota' or basin, 1600 ft. in depth. To the E. the view embraces the extensive 'Sætervidder' of the Gudbrandsdal with their isolated peaks, as far as the Rondane and the Sølentind in the Østerdal. The prominent mountains to the S. are the Beshø and the Knutshultstind, while far below us lies the dark-green Rusvand. The grandest peaks to the W. are the Memurutind, the Heilstuguhø, and the Leirhø, with their connected glaciers; then the Galdhøpig, and nearer us the Glittertind.

FROM THE RUSLIEN-Sætre TO THE MEMURUROD on Lake Gjende, a long

FROM THE RUSLIEN-SETRE TO THE MEMURUBOD ON Lake Gjende, a long and somewhat fatiguing day's walk (9 hrs.). The route at first follows the left bank of the Russenelv, crosses the Sendre and Nordre Twaraa (which must be forded), and reaches the (3 hrs.) Rusvasbod, at the E. end of the crescent-shaped Rusvand (4263 ft.), a lake 7 Engl. M. in length. The little frequented path skirts the N. bank of the lake, crossing several mountain-torrents. To the S. are the precipices of the massive Beshø (see below). At the (3 hrs.) W. end of the lake we ascend the Rusglop, between the Gloptina on the S. and the Tjukningssuen on the N., and then pass the Hesttjern, lying to the right. After following the height to the S. for some distance farther, there is a steep descent to the (3-4 hrs.) Memurubod (p. 142), where the muddy Memuruelv is crossed by a bridge. Thence to

the Gjendebod, p. 140.

The route from the Rusliensæter to Gjendeosen (Gjendesheim) crosses the Russenelv and leads to the S. over a spur of the Besstrandfield to the  $(1^{1}/_{2} \text{ hr.})$  Besstrandsæter, at the W. end of the lower Sjodalsvand. It next skirts the W. bank of the upper and larger Sjodalsvand, affording a view of the Mugnafjeld, Synshorn, and other lofty mountains towards the S.W., and in  $1^{1}/_{2}$  hr. more reaches the two—

Bes-Sætre (3205 ft.; good quarters at the upper sæter), whence the ascents of the Veslefjeld, Beseggen, and Beshø are accomplished (comp. p. 142).

From the Bes-sæters we have a walk of 1 hr. more to Gjendeo-sen (Gjendesheim; see p. 142).

## 17. Jotunheim.

Comp. the Map.

The greater part of Norway, as has been repeatedly mentioned, consists mainly of a vast table-land, descending abruptly at the margins, rising occasionally into rounded summits, and rarely intersected by valleys. In marked contrast, however, to this unpicturesque formation, that of several districts presents the 'Alpine' characteristic of well-defined mountain-ranges furrowed with frequent valleys. The most important of these districts are the Lyngenfjord in Tromsø Amt (p. 251) and the region bounded by the Sognefjord on the W. and the plateaux of Valders and the Gudbrandsdal on the S. and N.E. respectively. The latter was explored for the first time by Keithau in 1820 and named by him Jotunfjeldene, or the 'Giant Mountains', but is now generally known as Jotunheim, a name given to it by subsequent 'Jotunologists' (chiefly Norwegian students) as a reminiscence of the 'frost giants' in the Edda.

The mountain-peaks of Jotunheim (called Tinder, Pigger, Horner, and Nabber, while the rounded summits are named Høer) are all over 5900 ft., several are upwards of 6550, while the Galdhopig (p. 146) and the Glittertind (p. 144) exceed 8200 ft. in height. The high Alps are much loftier (Mont Blanc, 15,784 ft.), but are generally surpassed by the Jotunheim mountains in ab-The plateaux extending between the lofty peaks are almost entirely covered with snow, the snow-line here being about 5580 ft. (in Switzerland 8850 ft.). Huge glaciers (Bræer, the smaller being called Huller, holes) descend from these masses of snow, but without penetrating into the lower valleys as they do in Switzerland. The mountain-basins which occur here frequently, enclosed by precipitous sides rising to 1600 ft. or more, are known as Botner. A peculiarity of the valleys, which with a few exceptions, lie upwards of 3300 ft. above the sea-level (i. e. higher than the forest-zone), is that they rarely terminate in a pass, but intersect the whole mountain, gradually rising on each side to a 'Band' or series of lakes where no distinct culminating point is observable. The interest of the scenery of Jotunheim is greatly enhanced by its three imposing lakes.

The Norwegian Turisi-Forning, which began its operations in 1868 (comp. Introd. iv), has rendered invaluable service to travellers by the construction of paths, bridges, and refuge-huts, and by the appointment of competent guides. Several private individuals have followed their good example by erecting other refuges (dignified with the name of 'hotels'), so that travelling here is now attended with no serious difficulty or hardship. The huts generally contain clean beds and a supply of preserved meats, beer, and other refreshments at moderate charges (bed and food 3-4 kr. per day), but in some cases the broad bed must be shared with a fellow-





traveller. As members of the Turist-Forening, who are recognisable by their club-button, always have a preference over other travellers, those who intend to explore this region thoroughly are recommended to enrol themselves at Christiania, Bergen, Throndhjem, or Fagernæs (4 kr. per annum, and 80 ö. additional for the 'Klubknap').

On some of the excursions the only accommodation as yet procurable is at the sæters and 'Fæboder' or 'Fælæger', kept by good-natured cow-herds (Fækarle or Driftekarle) who regale the traveller with 'Fladbrød', milk, cheese, and butter, and can generally provide him with a tolerable bed  $(1^{1}/2-2 \text{ kr. per day for bed and food)}$ . Comp. the remarks on Sæter Life at p. 123.

The chief Points of Interest in the Jounheim centre around the W. end of the Bygdin-Sjø and the Gjende-Sjø, and are most conveniently visited from Eidsbugarden (p. 138) and the Gjende-bod (p. 140). Besides these there are several places which command admirable views of the Horunger (pp. 155, 159); lastly the Utladal (p. 155), the Leirdal (p. 158), the Visdal (p. 145), and the Galdhøpig (p. 146). Unless the traveller is prepared for a somewhat rough expedition with 8-10 hrs. walking daily, he should content himself with walking or riding to Eidsbugarden, ascending the Skinegg (p. 138), and visiting the ice-lake in the Melkedal (p. 151).

The following are the best Starting Points for a tour in Jotunheim: — Skogstad and Nystuen (p. 92), from which Eidsbugarden is a short day's walk only; Aardal (p. 97) on the Sognefjord, whence we proceed in 7-8 hrs. to the Vettisfos (p. 99), the starting-point of the routes mentioned at pp. 154, 155; and lastly Skjolden on the Sognefjord (comp. p. 158). On the journeys described in R. 16, however, the traveller must be prepared for frequent delays, with the exception of R. c, from Bredvangen to Rajshjem (p. 128). The time occupied in crossing Lake Bygdin (p. 136) also greatly protracts the route from Fagerlund, which is otherwise an interesting approach to Jotunheim (comp. p. 134).

The Equipment required by the traveller is similar to that used by Alpine mountaineers, but everything should if possible be even more durable, as he will frequently have to ford torrents, wade through marshes, and walk over very rough stony ground (Ur) for hours in succession. Heavy luggage should be left behind, as it hampers the traveller's movements, besides requiring an additional horse for its transport. As each guide is not bound to carry luggage weighing more than 22 lbs., a party of several travellers must either engage several guides, or carry part of their own belongings. The usual fee is 4 kr. per day, but the charges for the different expeditions are given in each case. No charge is made for the return-journey. In the hire paid for a horse the services of an attendant are never included, but must be paid for separately; if he is a full-grown man (voxen mand) he receives the same fee as the guide.

In accordance with the standard Norwegian rule of travel, which applies specially to Jotunheim, horses, guides, and boats should always be ordered in good time, and if possible on the day before they are wanted.

#### a. From Fagerlund in Valders to the Raufjord Hotel, and across Lake Bygdin to Eidsbugarden.

88 Kil. (55 Engl. M.). A journey of two days: 1st. Drive to (29 Kil.) Northorp, or to Beito, 17 Kil. farther; walk to the Raufjord Hotel in 3 hrs. — 2nd. Ascend the Bitihorn early in the morning, 3-4 hrs. there and

back; row across Lake Bygdin to Eidsbugarden in 8 hrs.

The following outline of a tour including the finest scenery of Jotunheim may also be given here: — 1st Day. From Fagerlund to the tunneum may also be given here: — 1st Day. From Fagerlund to the Raufjord Hotel, and ascend the Bitthorn in the evening. — 2nd. Row to the Nybud (p. 136), and walk through the Thorfinsdal and Svartdal to the Gjendebod (p. 140) on Lake Gjende. — 3rd. Ascend the Memurutunge with a guide, and walk in the afternoon to Eidsbugarden (p. 138). — 4th. Ascend the Skinegg (p. 138), returning by Tvindehoug on Lake Tyin (a short day). — 5th. Proceed with guide through the Melkedal to Skogadalsbeen. -6th. With guide across the Keiser to Fortun (p. 159), or through the Utladal (p. 155) to the Vettisfos.

Fagerlund in Valders, see p. 90. — The road to the district of Østre-Slidre diverges to the N.W. from the Lærdalsøren road and enters the valley of the Stre-Slidre Elv. It is nearly level at first, but afterwards ascends rapidly through a wood. To the left, below, lies the Sæbo-Fjord, high above which stand several gaards. In the distance rise snow-mountains. Several gaards and on the right the loftily situated church of Skrutvold are passed. Below the road, farther on, lies the Hovsbygd with the Hovsfjord. A steep track to the right leads to large slate-quarries.

17 Kil. + Rogne (\*Inn, often full in summer) lies just beyond the church of that name. Below lies the Voldbofjord, at the N. end of which is the church of Voldbo. To the E. rise Mellene, a considerable range of heights, on the W. slope of which is the Giangenshei, affording a fine survey of the Bitihorn, Mugnafield, and other mountains. Rogne is the last 'fast' posting-station on the road.

From Rogne across the Stidreaas to Reien (22 Kil.), by a good road,

The scenery now becomes monotonous. The road crosses the Vindeelv, which descends to the Voldbofford and forms a waterfall higher up. It next skirts the Hæggefjord, and then ascends steeply to Hægge, with its old timber-built \*Church, to the right of which is a tombstone to the memory of a student who perished while attempting to cross the Breilaupa (p. 136).

13 Kil. Northorp, a genuine Norwegian gaard, affords good accommodation ('hermetiske Sager', trout, etc.). The intelligent landlord, who is the 'lensmand' of the district, will provide a cart, if required, to convey the traveller to Beito (for 2 persons, about 5 kr.). To the left, farther on, are the Dalsfjord and the Mørstafjord, which a river connects with each other and with the Hedalsfjord.

8 Kil. Hedalen. The new road descends to Lake Giangen. Fine view of the lake, with the Stellefjeld, Mugnatind, and Bitihorn (see below), past the last of which runs the route to the Raufjord.

8 Kil. Beito (Guldbrand Beito, two rooms with four beds; horses not always to be had). On Sundays the neighbouring peasantry assemble here to dance their national 'Springdans', accompanied by the strains of the 'Norske Harp'. About <sup>3</sup>/<sub>4</sub> hr. to the W. is the dwelling of Knut Løkken, one of the best guides for the Jotunheim.

The path from Beito to the Raufjord Hotel (guide  $1^{1}/2$  kr.; comp. Map, p. 130) leads to the N.W., and is at first nearly level, but afterwards ascends steeply. At (1 hr.) the top of the hill is a marshy plateau enclosed by mountains, the Mugnatind to the W., and the precipitous Bitihorn. (By making a digression of 2-3 hrs., with a guide, the traveller may now ascend the Bitihorn, viâ the Bitihorn-Sæter, but the excursion is easier from the Raufjord; see below.) In 1/2 hr. more we reach the Smerhul sæter, beyond which the path ascends steeply for 1 hr. more. Extensive view towards the S.; quite near us, on the left, rises the Bitihorn. The path now descends towards the N., close to the precipitous rocks (echo). After a walk of 3/4 hr. across marshy ground, passing round the Bitihorn, we reach the houses on the Raufjord, which are inhabited in summer only. The northernmost of these is called the —

Raufjord Hotel (3600 ft.), the property of Knut Løkken (mentioned above), containing four beds, and affording tolerable food (inferior to the club-huts; charges the same). The second house belongs to a merchant in Christiania, and the third is used by the guides. This spot is almost beyond the zone of trees, and the ground is but scantily covered with 'Rab', juniper bushes, dwarf birches, and Arctic willows. — The water of the Raufjord, an arm of Lake Bygdin, is strongly impregnated with iron, tinging the stones on its bank with its reddish colour (whence the name, rau being the same as raud or rød, 'red'). This desolate region, in which several snow-mountains are visible, resembles an Arctic landscape. Lake Bygdin is not itself visible, and the Bitihorn is concealed by an intervening height.

The ASCENT OF THE BITIHORN from the Raufjord Hotel takes 3-4 hrs., there and back (guide unnecessary). The traveller ascends the W. slope the whole way to the top. Several swamps near the beginning of the ascent are avoided by keeping to the left as far as possible. The summit soon becomes visible, serving as a guide. For an hour the route traverses 'Rab' or underwood and the whitish soil peculiar to the Norwegian mountains, and for another hour it ascends somewhat steeply over rock. Near the top is a cleft with perpendicular sides, containing snow and ice at the bottom.

The \*Bitihorn (5270 ft.) rises on the boundary between Jotunheim and the great plateau extending to the E. of that region. To the W. we survey an imposing Alpine scene, and to the E. a lofty table-land diversified with large lakes and a few peaks, while Lake

Bygdin lies immediately below, on the N.W. side of the Bitihorn. This mountain may therefore be called the 'Rigi' of Norway. To the W. rise the mountains near Lake Bygdin, conspicuous among which are the Kalvaahogda and Thorfinstinder; more to the left. the Uranastind, the Langeskavl, the Horunger, and Koldedalstinder. Towards the E. rise the isolated summits of Skaget and Mellene, and below us lie the Vinstervande. To the N. we observe the grey Valdersfly, and farther distant, to the N. of Lake Giende, the Beshø and Nautgardstind. To the S. are Lake Giangen, the valley of Ostre Slidre, and the Mugnatind, Suletind, and other mountains.

FROM THE RAUFJORD HOTEL TO EIDSBUGARDEN by boat in 7-8 hrs., including stoppages (for 1, 2, 3 persons with two rowers 8 kr. 40 e., 10 kr., 12 kr. respectively; to Nybud only, 4 kr., 4 kr. 40, 5 kr. 20 o.; those who hire a guide here may utilise him as a rower, so that one other only need be taken). Crossing the Raufjord, the boat soon passes through the Bygdinsund and enters \*Lake Bygdin (3610 ft.), the largest of the three lakes of Jotunheim, about 15 Engl. M, in length from E, to W., and 2-4 M, in breadth. On the N. side it is bounded by precipitous mountains. at the base of which lies a strip of excellent pasturage. The large herds of cattle which graze here in summer are sent to the Christiania market in September. The S. bank is lower and less picturesque. Storms sometimes render the navigation of the lake impracticable, in which case the traveller must walk along the N. bank to Eidsbugarden (10-12 hrs.).

The boat skirts the N. bank. On the right we first observe the Nedre Sæter and the Breilaupa which descends from the Kalvaahøgda (see below). By another torrent is the sæter of Hestevolden, where a halt is usually made. The traveller may creep into the hut, which closely resembles a Lapp 'Gamme' (p. 249), and the night may be spent here if necessary. The Kalvaahegda (7170 ft.) may be ascended hence, and the descent made to the Leirungsbra.

We next pass the deep Thorfinsdal (see below), with remains of ancient moraines at its entrance. At the base of the Thorfinstind we then reach the Langedals-Sæter, and near it the Nybud, a shooting-lodge belonging to Hr. Sæhli, a 'Storthingmand', of which the neighbouring cow-herd has the key.

From the Nybud we may ascend the huge 'Thorfinstind (about 7050 ft.; 6-7 hrs.), the jagged crest of which is called the Brudefølge ('bridal procession'). Fine survey of Lake Bygdin and half of Valders, and particularly of the other Thorfinstinder to the N., the Svartdalspigge, and the Knutshultstind (p. 141).

FROM THE NYBUD TO LAKE GJENDE there are two routes. One leads to the N.W. through the Langedal, passing the Langedalstjærn, and crossing the glacier (6200 ft.) between the Sletmarkho (7173 ft.) on the left and the Svaridalspigge (7120 ft.) on the right into the Vesle Aadal. Guide 2 kr., but rarely to be found at the Nybud. The expedition is very grand, but somewhat toilsome. - A preferable route (guide 2 kr., but unnecessary)

leads to Lake Gjende in 4-5 hrs. through the Thorfinsdal and the Svartdal. It ascends steeply at first on the W. side of the Thorfinsdalselv, commanding a view of the whole valley, which is separated from the Svartdal to the N. by a 'Band', or lofty plain with a series of lakes (p. 132). The path follows the W. side of the valley. To the left, farther on, we obtain a superb view of the Thorfinshul, a basin formed by the Thorfinstinder; before us rise the three Knutshultstinder, which enclose the Knutshult, but the highest of them is not visible. Adjoining the northernmost are several peaks of Alpine character. The highest part of the route is reached at the S. end of the long 'Tjærn' (tarn), whence we perceive the mountains to the N. of Lake Gjende, particularly the pointed Semmeltind; to the E. the mountain with a sharply cut outline is the Letrungs-kampen. We may now either walk over the disagreeable rough stones It ascends steeply at first on the W. side of the Thorfinsdalselv, comkampen. We may now either walk over the disagreeable rough stones (Ur) on the W. side of the valley, or wade through the river and descend on the almost equally stony E. side. In the latter case we recross to the W. side (4750 ft.) by a small pond farther on. We now enter the Svartdal, of which there is no definite boundary. On the left tower the imposing Svartdalspiggene, from which the Svartdals Glacier descends. We cross the glacier as low down as possible, where it is level and presents no difficulty. The crevasses are not deep, but may be awkward if covered with snow. To the right lies the Svartdalstjærn, out of which the Svartdola flows to the N. (The passage of the Bræ-Vör, or moraine at the bottom of the glacier, is objectionable.) Farther on we cross a deposit of snow. We soon reach the huge precipice descending to Lake Gjende, called *Gjendebrynet*, through which the Svartdøla has worn a deep gorge (Svartdalsglupet). We may either follow the latter from 'Varde' to 'Varde', or (better) ascend a ridge covered with loose stones to the left to the Svartdalsaaxle, which commands an admirable survey of the whole N. side of Jotunheim. To the N.W. are the Melkedalstind (below which lies the Grisletjærn), and the Rauddalstinder, Smørstabstinder, and Skarvedalstinder; to the N. the Semmeltind, a peak of pyramidal form, the Memurutind, Tykningssuen, and Nautgardstind; to the E. the Beshø and Besegg; while at our feet lie the dark-green Gjende with the Gjendetunge and Memurutunge. (From this point the Svartdalspig, 7120 ft., may be ascended without difficulty.) We now descend to the W., below the Langedalsbræ, somewhat steeply, but over soft grass. The route then descends by the course of the glacier-stream into the Vesle-Aadal, whence it soon reaches the GJENDEBOD (p. 140). On reaching Lake Gjende, the traveller may prefer to shout for a boat to convey him across the water. (Those who descend through the Svartdalsglupet are dependent on a boat, as they do not emerge on the path.)

Continuing our voyage on Lake Bygdin, we next pass the Langedalselv and soon reach the Galdeberg, where there is a small uninhabited hut. This a curiously situated spot, and well clothed with vegetation (French willows, aconite, bilberries, etc.). From the hill falls the Galdebergsfos. On the S. side of the lake rises Dryllenøsset (4864 ft.). Rounding the precipitous rocks of the Galdeberg (which have to be crossed by persons traversing the bank of the lake on foot, who must ascend to a height of 1600 ft. above the lake), we observe to the right above us the Galdebergstind and facing us the Langeskavl (or Rustegg) with the Uranaastind, presenting one of the sublimest spectacles in Jotunheim. On the right next opens the valley of the Tolorma (Høistakka), which forms a waterfall, with the Grashorung (or Sjoghulstind, 7147 ft.) in the background. To the S.W. rise the Koldedalstinder, and to the S. the Skinegg. Looking back, we observe the three peaks of the Sletmarkhø. The lake owes its milky colour to the Melkedela, a genuine glacier-brook. After a row from the Raufford Hotel of about 8 hrs. in all, we reach the timber-built -

Eidsbugarden, or Eidsbud, situated at the W. end of Lake Bygdin, about 100 ft. above the water, where the accommodation is similar to that afforded by the club-huts (same charges). This is the most beautifully situated 'hotel' in Jotunheim, and is the starting-point for several magnificent excursions.

The ascent of the \*Skinegg (ca. 5085 ft.) from Eidsbugarden takes 11/2 hr. (or there and back 21/2 hrs.; no guide required). We cross the stream descending from the Eid between lakes Bygdin and Tyin, and ascend straight to the northern peak, avoiding the soft snow-fields as much as possible. (The southern peak is apparently, but not really, the higher.) The view from the summit. where rocks afford welcome shelter, is justly considered the finest in Jotunheim, though shut out on the E, side by the higher 'Egg' (edge, ridge) of which the Skinegg is a spur.

To the S. we survey the Tyin and the whole of the Fillefjeld, with the Stugunøs near Nystuen and the majestic Suletind. Of more absorbing interest are the mountains to the W. and N., where Tyseggen, the Gjeldedalstinder and Koldedalstinder (Falketind, Stølsnaastind) with their vast mantles of snow, and farther distant the Horunger (beginning with the Skagastølstind on the left, and ending with the Stygge-dalstind to the right) rise in succession. Next to these are the Fleskedalstinder, the Langeskavl, the Uranaastind, with a buge glacier on its S. side, the Melkedalstinder, the Grashorung, and other peaks. To the N. rise the mountains on the N.W. side of Lake Gjende, and still more prominent are the Sletmarkhø, Galdebergstind, and Thorfinstinder on Lake Bygdin. Of that lake itself a small part of the W. end only is visible.

To TVINDEHOUG ON LAKE TYIN (p. 139) we may descend direct from the Skinegg towards the S.W. — A circuit to the top of the Skinegg, down to Tvindehoug, and back to Eidsbugarden may be made in 5-6 hrs.

The ASCENT OF THE LANGESKAVL, there and back, takes half-a-day (guide necessary, 2 kr.). The route ascends the course of the Melkedela (see below), and, instead of turning to the right towards the Melkedal, leads to the left into a side-valley, where we keep as far as possible to the right. The bare summit of the Langeskavl (about 5900 ft.) towers above masses of snow. The view embraces the mountains seen to the W. of the Skinegg, to which we are now nearer, and also the whole of Lake

Bygdin as far as the Bitihorn.

The Uranaastind (6-7 hrs. from Eidsbugarden, or a whole day there and back; guide necessary, 4 kr.) is ascended partly by the route to the Langeskavl, which after a time is left to the W. in order to ascend the extensive Uranaasbræ. We then cross that glacier to the Bræskard, whence we look down into the Skogadal to the W. (p. 152). Lastly an ascent on the N side of about 800 ft. more to the summit of the \*Uranaastind (7037 ft.), which is also free from ice or snow. This is the highest E. point of the Uranaase, the W. end of which also presents an imposing appearance when seen from Skogadalsbøen (p. 156). The extensive view vies with that from the Galdhøpig (p. 146). Towards the E. the Uranaastind descends precipitously into the Uradal (p. 154). To the S. it sends forth two glaciers, the Uranaasbræ, already mentioned, and the Melkedalsbræ, the E. arm of which descends into the Melkedal (p. 151), while the W. arm, divided again by the Melkedalspigger, descends partly into the Melkedal, and partly to the Skogadal (p. 152). Experienced mountaineers may descend the mountain by the last-named arm of the glacier, which has to be traversed for 1 hr.; the lower part only is furrowed with crevasses (Sprækker).

# b. From Skogstad and Nystuen to Tvindehoug and Eidsbugarden.

30 Kil. Bridle Path (horse to Tvindehoug 4 kr.). Some travellers, however, will prefer to walk to (2 hrs.) Lake Tyin, row to (12 Kil.) Tvin-

dehoug, and walk thence to (6 Kil.) Eidsbugarden.

Skogstad and Nystuen on the Fillefjeld (see p. 92), lying on the great route through Valders to the Sognefjord, are favourite starting-points for Jotunheim (horses and guides at both). By the Opdalstole, about halfway between these stations, the route to Lake Tyin diverges to the N. and in 1 hr. crosses the hill which separates it from the district of Valders. Fine view from the top of the hill of the snowy Gjeldedalstind, the Koldedalstind, and the Stølsnaastind to the N.W. of the lake.

Lake Tyin (3296 ft.), 10 Engl. M. long and 2 M. broad, with a wide bay at the W. end from which the Aardola issues, is a beautiful Alpine lake, the banks of which, like those of the other lakes of Jotunheim are uninhabited, except by a few cow-herds in summer, the most important of whose 'Fælæger' are marked in the map (p. 130). At the S. end, where the lake is reached, a boat is generally procurable to convey travellers to Tvindehoug (for 1, 2, 3 persons with 1 rower 2 kr. 40, 2 kr. 80, 3 kr. 20 ø.; with 2 rowers 3 kr. 60, 4 kr. 40, 5 kr. 20 ø.); otherwise they must walk along the E. bank of the lake (3½ prs.). On every side rise lofty mountains. Above the Fælager of Maalnæs towers the pyramidal Uranaastind (p. 138), and to the S. rises the Suletind on the Fillefjeld.

Tvindehoug (3330 ft.), a large club-hut belonging to the Turist-Forening, is one of the chief stations of the Jotunheim guides. Ascent of the Skinegg (p. 138) 1½-2 hrs.; guide hardly necessary.

The Koldedalstind or Falketind (6700 ft.), to the N.W. of Lake Tyin is most conveniently ascended from Tvindehoug (8-10 hrs.; guide, Ole Olsen Skattebo, 4 kr.). We row across the lake, ascend the valley of the Koldedsla to the foot of the Falketind, and then climb, most of the way over glaciers, to the summit. The view is one of the wildest in Johnheim. The Falketind was ascended in 1820 by Prof. Keithau and Chr. Boeck, and was the first of the Johnheim mountains ever climbed.—
The dangerous descent to the Koldedal (p. 155) should not be attempted.

Skirting the lake, and then crossing the low Eid or isthmus which separates lakes Tyin and Bygdin, we reach Eidsbugarden

(p. 138) in  $1^{1}/_{2}$  hr. more.

# c. From Eidsbugarden to the Gjendebod on Lake Gjende.

From Eidsbugarden to the *Gjendebod*, 4-5 hrs.; guide (hardly necessary) 2 kr. 40 g., horse 4 kr. (A still finer route than the present is that already described, from the *Nybud* through the *Thorfinsdal*, pp. 136, 137.) On the same afternoon ascend the Memurutunge and return by boat from the Memurubod.

Eidsbugarden, see p. 138. We row to the N. bank of Lake Bygdin, as there is no bridge across the rapid Melkedøla (p. 151), and follow the path on the bank to (1 hr.) Tolormbod, at the mouth of the Tolorma or Høistakka, which point may also be reached by boat (with one rower, for 1, 2, 3 persons, 80 ø., 1 kr.,

or 1 kr. 20 s.). Grand retrospective view of the snow-mountains to the W. (comp. p. 137).

The path ascends the left bank of the Tolorma, on the W. slope of the Galdebergstind, and mounts the Oxdalhø, crossing (1½ hr.) a brook which descends from that mountain. The route then leads somewhat steeply up the Gjelhø to the N.E. to the plateau of Grønneberg. To the left rises the Grashorung (7146 ft.) with the Snehul, and to the right the huge Sletmarkhø (7173 ft.), the glacier of which descends into the Vesle Aadal. Having crossed the Grønneberg, we descend rapidly to the N.E. into the Vesle Aadal, which is bounded on the N. by the Gjendetunge, and follow the brook down to Lake Gjende. Here we turn to the N., pass round the Gjendetunge, and cross by a new bridge to the —

Gjendebod, a well-equipped club-hut, situated at the entrance to the Store Aadal, and at the foot of the precipices of the Memurutunge. It accommodates 20 persons; and the moderate charges are fixed by tariff (good wine). Guide: Erik Slaalien. — Boat to the Memurubod with 1 rower for 1, 2, or 3 pers., 2 kr., 2 kr. 40, 3 kr. 20 ø., with 2 rowers 3 kr. 60, 4 kr., 4 kr. 80 ø.; to Gjendesheim with 1 rower 3 kr. 20, 4 kr., 5 kr. 20, with 2 rowers 6 kr., 6 kr. 80 ø., 8 kr. (also for 4 pers.). The second rower should not be dispensed with, though his place may be supplied by the guide.

\*Lake Gjende (3310 ft.), 11 Engl. M. long and 1/2-1 M. in width, extends from W. to E., where the Sjoa, a tributary of the Lougen, issues from it. It presents a still more Alpine character than Lake Bygdin. On both sides, it is enclosed by perpendicular mountains, among which the Beshø (7580 ft.), on the N. or 'Solside', and the Knutshultstind (7782 ft.), and Svartdalspig (7120 ft.), on the S. or 'Bagside', are the loftiest. These peaks, however, cannot be seen from the Gjendebod, but become visible as we ascend the Store Aadal. There are but few places on the banks of the lake where landing or walking for any distance is practicable. The colour of the water is green, especially when seen from a height. The lake is fed by a very small number of wild glacier-torrents. Storms often render the lake dangerous for boating for days together, and the N. wind sometimes divides in the middle of the lake and blows at the same time towards the E. and towards the W. The lake is also often covered with fog (Gjendeskaven).

The ASCENT OF THE MEMURUTUNGE takes about 4 hrs., or including the descent to the Memurubod 6 hrs. at least (guide 2 kr.). From the Gjendehod we may either make the extremely steep ascent to the E. by the Bukkelæger or the Høgstueløfte (dangerous without a guide), or follow the bridle-path through the Store Aadal for about 1½ hr., ascending the left bank of the stream, and then ascend rapidly to the right (practicable for riding; see below). The \*Memurutunge, a hilly plateau about 4800 ft. in height, with snow-fields, small lakes, and interesting Alpine flora, forms a kind of mountain-peninsula, bounded on the W. by the Store Aadal, on the S. by the Gjende, and on the E. and N. by the Memuruely. Farther to the N. it is encircled by lofty snow mountains. The View is magnificent. To the S. are the Knutshultstind with its

deep 'Hul', and the Svartdalspig, between which lies the deep Svartdal; then the Langedal and the Sletmarkhø; to the W. rise the pointed Melkedalstinder and Rauddalstinder, prominent among which is the Skarvdalstind, all near the Rauddal. To the N.W. lies the Langevand with the Smørstabtinder, the Kirke, and the Uladalstinder. To the N. the Hinaa-kjernhø, Memurutind, and Tykningssuen. To the E. the Beshø and other peaks. — Instead of returning by the same route, it is far more interesting to traverse the Memurutunge to its E. end and then descend the steep slope to the Memurubod in the valley of that name. In this case a boat must be ordered before starting to meet the traveller at this point.

From the Gjendebod we may also ascend the \* Gjendetunge (5096 ft.), which commands the same view as the Memurutunge, with the addition of a survey of the whole lake. We cross the bridge to the W., follow the path on the W. bank of the river to the N. for about 1/2 hr., and then ascend steeply to the left.

The ascent of the Knutshultstind (7820 ft.) from Gjendebod presents no great difficulty (8 hrs.). We cross the lake and ascend the Svartdalsglupet (p. 137) to the Svartdal, whence we climb to the E. to the summit.

The first ascent was made in 1875.

From the Gjendebod to Skogadalsbøen through the Rauddal, 10-12 hrs. (guide 5 kr. 40 g.; to Berge near Fortun 6 kr. 40 g.). If the Muran seter in the Utladal (p. 157) is open, which may be learned at the Gjendebod, the night had better be spent there, in whichever direction the route is taken. (Instead of the Rauddal route, the traveller may prefer that through the Store Aadal, the Gravdal, and the Utladal, 1½ day, a night being spent on the Leirvand. Guide to Berge 10 kr.; horse, with sidesaddle if desired, 4 kr. per day, and as much more to the attendant.)

The route leads up the Store Aadal on the right bank as far as a (1/2 hr.) waterfall formed by a brook descending from the Grisletjærn. It then ascends rapidly to the left. Farther on, it crosses the brook and leads on the N. side of the Grisletjærn and the following tarns to the Rauddalshoug (3 hrs. from the Gjendebod), where the Rauddal begins. This grand, but unpicturesque valley, with its almost uninterrupted series of lakes, lies to the N. of and parallel with the Melkedal (p. 151). The valley is nearly level, and there is no distinguishable watershed. Here and there are large boulders deposited by the glacier which must once have filled the valley. On reaching the 'Band', or culminating point we enjoy admirable \*Views in both directions: to the right rise the Rauddalstinder (7410 ft.), to the left is the Melkedalstind with its perpendicular wall, and between them peeps the Fanaraak (p. 150) in the distance; looking back, we observe the Rauddalstind on the left, the Snehulstind (Grashorung) on the right, and between them the Sletmarkho (p. 136) with a fine amphitheatre of glaciers. It takes about 11/2 hr. to cross the 'Band', from which a route leads to the W. round the Svartdalsegg to the Langvand and the Store Aadal (a round of 10-12 hrs. from the Gjendebod). We next cross the Rauddalselv by a snow-bridge and traverse rough and toilsome 'Ur' and patches of snow on the W. side of the valley, skirting a long lake for the last 11/2 hr. (patience very necessary here). As we approach the \*Rauddalsmund, the precipice with which the Raudal terminates towards the Store Utladal, the scenery again becomes very grand. A view is obtained of the mountains of the Utladal and Gravadal, including the curiously shaped Smørstablind, from which the Sjorlingsbræ descends. To the E. we survey the whole of the Rauddal, lying between the Rauddalstind on the N. and the Melkedalstind (p. 151) on the S. (the latter being the mountain which descends so precipitously into the Melkedal). The red (rand, red) colour of the 'gabbro' rock-formation here has given rise to the name of the valley. Erratic glacier-blocks occur frequently.

The route now descends on the S. side of the waterfall of the Raud-

dalsely to the Store Utladal, about 3/4 hr. above the Muran-Sæter (p. 157).

The \*Journey by boat across Lake Gjende, from Gjendeboden to Gjendeosen, takes 6 hrs., but is not practicable in stormy weather.

Soon after starting a view is obtained to the S. of the Svartdal (p. 137), at the entrance of which lies the cattle-shed of Vacqe-boden. To the N. are the slopes of the Memurutunge (p. 140). About halfway, at the mouth of the Memurudal, is the club-hut of Memurubod. To the N.W., at the head of the Memurudal, rises the Semmeltind. Toward the N.E. the Beshø is conspicuous, while more to the E. the Veslefjeld descends precipitously to the lake.

From the E. end of the lake, named Gjendeosen, issues the small river Sjoa. On the N. bank here lies the club-hut of Gjendesheim, the best of the kind in Jotunheim (R. 80, B. 70, D. 1-1 kr. 30, S. 70 e.).

The interesting ASCENT OF THE VESLEFJELD, with its spur the BESEGG, is accomplished from Gjendesheim in 7-8 hrs. (guide not absolutely necessary). A good bridle-path leads N. in 1 hr. to the Bessa, on the N. bank of which lie the Bes-Sæters, mentioned at p. 131. We do not cross the river, but follow the path on its S. bank indicated by Varder ('stone heaps') to the height by the Besvand, where the routes divide. The lofty Beshø here becomes conspicuous to the right. Our route ascends to the left and in 11/2-2 hrs. more reaches the barren and stony Veslefjeld (5765 ft). The view embraces the whole of the dark-green Lake Gjende, with the Koldedalstinder and Stølsnaastinder to the S.W.; most imposing, however, is the survey of the neighbouring Beshø, while to the N. rises the Nautgardstind. — We may now proceed towards the W. along the crest of the Veslefjeld, rising between the Besvand and the Gjende, which lies nearly 1000 ft. lower than the Besvand. This crest gradually narrows to the "Besegg, a very curious ridge or arête, a few feet only in width, descending precipitously to both lakes, particularly to the Gjende. Travellers with steady heads may follow the giddy 'edge' for 1/2 hr., or even as far as the Eid separating the two lakes, and not rising much above the level of the Besvand. It is also possible to proceed to the Memurubod (see above) by following the base of the Beshø. It is, however, preferable to return to the Bes-sæters, or to descend direct to Gjendesheim.

The ascent of the Beshø (7547 ft.) from Gjendesheim takes 8-9 hrs.

The ascent of the Beshø (7547 ft.) from Gjendesheim takes 8-9 hrs. (there and back). The route coincides with that above described as far as the Besvand, and then skirts the N. bank of the lake. Guide necessary.

From Gjendesheim to Lake Bygdin, see p. 128.

### iv. From the Gjendebod to Røjshjem.

 $1^{1}/2$  Day. On the first day we walk to *Spiterstul* in 8-10 hrs., and on the second to Rejshjem in 5 hrs. — Guide to Spiterstul 4 kr., to Rejshjem 5 kr. 60 e.; horse as far as the foot of the steep ascent to the Uledalsvand 2 kr. 60 e., whereby the fatigue is much diminished.

The very fatiguing but exceedingly grand walk from the Gjendebod to Spiterstul should not be attempted without a guide. The route ascends the left bank of the Store Aadalselv and passes through the defile of Heistulen, between the Memurutunge and the Gjendetunge. To the right falls the Glimsdalsfos. Splendid view of the Semmeltind to the N. (p. 143). After 1 hr. we reach the Vardesten, a large mass of rock, ½ hr. beyond which the bridle-path to the Memurutunge diverges to the right (p. 140). From the left the Skarvedalsbakken descends from the Skarvedal. We next observe, to the left of the Semmeltind, the Hellerfos (see below), and to the left, above it, the Uladalstinder. Pedestrians

will find the passage of the Semmelaa, which descends from the Semmelhul glacier, unpleasant. (The Semmelhul is also crossed by a route into the Visdal, which is no less rough and fatiguing than the present route.) Our path now ascends rapidly on the E. (right) side of the wild Hellerfos, the discharge of the Hellerkjærn, and reaches the top of the hill in 1/2 hr. (2 hrs. from the Gjendebod). Beautiful retrospective view of the Sletmarkhe and Svartdalspig; the Knutshultstind, rising more to the E., is concealed by the Memurutunge. The route traverses a curiouslooking mountain-waste, bounded by the Uladalstinder. Blocks of rock deposited during the glacier-period are arrayed along the edges of the mountains like soldiers. We now skirt the Hellerkjærn (4300 ft.), and then turn to the right into the insignificant valley which leads to the N.W., and afterwards more towards the E., to the Uladalsband. The serious part of the ascent soon begins (21/2 hrs. from the Gjendebod), and riders must dismount.

FROM THE HELLERKJÆRN TO THE LEIRDAL AND RØJSHJEM, a route FROM THE HELLERKJERN TO THE LEIRDAL AND RØJSHJEM, a route 3-4 hrs. longer than our present route, is much less toilsome (guide, unnecessary, to Ytterdalssæter 5 kr. 60 ø.; horse to Røjshjem, with side-saddle if required, 8-10 kr.). From the Hellerkjærn the path next reaches the Langvand, or Langvata (4627 ft.), and skirts its N. bank (for 1½ hr.). On the right rise the Uladalstinder; to the S. the Svartdalseg (6280 ft.). At the W. end of the lake, in which there are several islands, the path ascends past the two Høgvagelkjærne to the Høgvagel ('Vagge', a Lapp word, signifying 'mountain-valley', 5430 ft.), the highest point of the route, which commands an imposing survey of the Horunger to the S.W. The path then descends to the Leivand (4903 ft.) and to the S.W. The path then descends to the Leirvand (4903 ft.) and traverses a dreary and monotonous region. Through the Leirdal to Rojshjem, see p. 148.

A steep ascent of 1/2 hr. brings us to the sequestered Uladalsvand (about 5250 ft.), which lies to the left. The route, which is extremely rough and toilsome here, keeps to the right and passes the foot of the slopes of the Semmeltind (Semmel, 'a female reindeer'). After another hour it reaches the Uladalsband (5730 ft.), its highest point, where it unites with the route across the Semmel Glacier. We now descend to the northern Uladalsvand (5136 ft.), the second lake of the name. To the right rises the Heilstuguho (7915 ft.), the fourth of the peaks of Jotunheim in point of height. Traversing the exceedingly uncomfortable stony ground on the E. bank of this lake, we at length reach (2 hrs., or from the Gjendebod 6 hrs.) Uladalsmynnet, or the end of the Uladal. Splendid view here of the broad Visdal, with the Heilstuguhe on the right, and the Uladalstinder and Tværbottenhorne on the left. Looking towards the W. from the Visdal itself, we observe the Kirke rising on the left, past which a path leads to the right through the Kirkeglup to the Leirvand (see above).

The route through the \*Visdal (to the Spiterstul 11/2-2 hrs. more) follows the right (E.) bank of the Visa (vis, Celtic uisge, 'water'), at first traversing soft turf, which forms a most pleasant contrast to the rough and angular stones of the 'Ur'. After 1 hr. we have to wade through the *Heilstuguaa*, which descends from the extensive *Heilstugubra*. Early in the morning the passage of the stream is easy, but later in the day, when the water is higher, we ascend a little in order to cross by a bridge (whence the Spiterstul is 1 hr. distant). Shortly before reaching the sæter, we observe to the left, through the *Bukkehul*, the *Stygebra* and the *Sveilnaasbra*, two glaciers descending from the Galdhøpig group; with magnificent ice-falls, that of the latter being the finest.

The Spiterstul (about 3710 ft.), the highest sæter in the Visdal, commanded by the Skauthø (6676 ft.) on the W., affords tolerable quarters for the night (one broad bed), and is a good starting-point for excursions, but guides are rarely to be found before the reindeer shooting-season in August. If a guide is obtainable, the traveller may ascend the Leirhø (7885 ft.), the Heilstuguhø (p. 143), and the Memurutind (7910 ft.), the last of which commands a most imposing view.

The Galdheffic (p. 146) may also be ascended more easily and expeditiously from the Spiterstul than from Røjshjem. The route (not easily mistaken by experienced mountaineers) crosses the Visa by a bridge 1/2 hr. to the S. of the Spiterstul, ascends on the N. side of the Sveilnaashre, and traverses the three peaks of the Sveilnaash. Owing to the glacier-crevasses, however, it is not altogether unattended with danger, and should not be attempted without a guide. Instead of returning from the summit to the Spiterstul, the traveller may descend direct to Røjshjem by the Raubergsstul (but not without a guide).

From the Spiterstul to Rejshjem, about 5 hrs. (no guide required). We soon reach the zone of birches and (\frac{1}{2}\) hr.) a rocky barrier through which the Visa has forced a passage. After another \frac{1}{2}\) hr we come to a pine-wood, with picturesque trees (Furuer) on the N side, some of which are entirely stripped of their branches. (The limit of pines is here about 3280 ft. above the sea-level.) Above us, to the left, is an offshoot of the Tværbræ. In \frac{1}{4}\) hr. more we cross the Skautaelv, which forms a waterfall above, by a curious bridge. To the S. we perceive the Uladalstinder (p. 142) and the Styggehø (7317 ft.). On the opposite bank of the Visa is the Nedre Suleims-Sæter (3192 ft.), at the mouth of a small valley through which the original route to the Galdhøpig ascended. Opposite the sæter the Glitra falls into the Visa.

From the Spiterstul or the Nedre Suleims-Sæter the ascent of the Glittertind (8383 ft.), a peak nearly as high as the Galdhøpig, may be accomplished in 8-10 hrs. (there and back; guide desirable). The route follows the top of the hill rising between the Glitra and the Skautaelv, and pursues an E. direction. The height first reached is the W. spur of the rocky amphitheatre which encloses the huge basin (Botn) lying to the N. In order to reach the highest point the use of an ice-axe (Isoxe) is sometimes necessary.

The Røjshjem route continues to follow the E. bank of the Visa. In case of doubt the direction indicated by the Varder, or stone beacons, is to be followed. We cross the Smiugjela, the

Griota, and the Gokra. The Visa is lost to view in its deep channel, but we follow the margin of its ravine. An ascent of a few hundred paces to the E. of the path leads to the Visdals-Sætre (2960 ft.), where fair quarters for the night are obtainable (particularly at the Øvrebøsæter).

The Gokraskard, an excellent point of view which may be ascended hence, commands a survey of the Uladalstinder to the S., the Galdhøpig to the S.W. and the Hestbræpigge to the W. - A still finer point is the

Lauvhø (5824 ft.), whence the Glittertind is also visible.

From the Visdal sæters we may also ascend the Gokradal, between the Lauvhø on the N. and the Gokkeraxelen on the S., to the pass of the Finhals (3885 ft.). Following the Finhalselv thence and crossing the Smaadalselv in the Smaadal, we may turn to the right to the Smaadals-Swter (3807 ft.), from which the huge Kvitingskjølen (6874 ft.) to the N. may be ascended. The next points reached are the Smorlidsæter and the May be ascended. The next points reached are the some must be Naaverseeter on Lake Thessen. Thence across the lake and past the Oxefos to Storvik on the Vaagevand, see p. 129. This route commands fine views of the Galdhøpig and the Glittertind, but the Smaadal itself is uninteresting. — Those who take this route in the reverse direction should observe that, about 1 hr. beyond the Smaadals-Sæter, after crossing a brook coming from the right, they must cross the Smaadalselv to the left, and on the other side ascend the bank of the Finhalselv towards the S.W.

Below the Visdal sæters the path is not easily traceable, but the traveller is not likely to go far wrong. The descent to Røjshjem, skirting the profound Ravine of the Visa, presents one of the grandest scenes in Norway. The Lauva descends from the right. The sæter-path, now practicable for light carts, descends very rapidly, commanding a view of the huge abyss. On the opposite side runs the path to the Nedre Sulheims-Sæter (p. 144). To the N. lie the gaards of Rojshjem and Sulheim. The first cottages are reached in 11/9 hr. from the Visdal sæters, and here we cross the curious bridge to the left. - Røjshjem, see below.

# e. Røjshjem and Environs. The Galdhøpig.

Røjshjem or Rødsheim (1860 ft.; \*Inn kept by Ole Halvorssøn Roishiem, probably the best guide in Norway, a man of unassuming manners, but a good English scholar, and remarkably well-informed on every subject in which travellers are interested) lies at the junction of the Leirdal (p. 148) and the Visdal (see above), the two valleys enclosing the Galdhøpig, and the best starting-point for the ascent of that mountain and several other fine excursions. The place is therefore often crowded in summer, especially with Norwegian students and pedestrians.

The ASCENT OF THE GALDHOPIG may be accomplished from Røjshjem in 8-9 hrs. (there and back, 14-16 hrs.). The expedition is unattended with difficulty, but the walk is very long and fatiguing, and the ground so stony, rough, and slippery at places that considerable caution must be used. Violent snow-storms frequently prevail on the summit while the weather is fine at the base of the mountain; but such precautions are usually taken that no danger need be apprehended, especially in 'Pigveir' (i. e.

'weather suitable for the peak'). Ole Røjshjem rarely now accompanies travellers to the summit. The usual guides are *Peder Ing-bretsøn* and *Knud Olsen Volø* (4 kr.). Alpenstocks, the property of the Turisten-Førening, are provided by Ole Røjshjem. Provisions should also be taken.

The traveller may ascend on the previous evening to the (2 hrs.) Rødbergs-Sæter, or Raubergsstul (erected in 1616; beds, coffee, dried meat, etc.), and spend the night there, so as to diminish the fatigue of the actual ascent. Or he may drive early in the morning from Rejshjem to Baverdals Kirke, and use the same horse for riding thence to Rødbergs-Sæter and as far as the glacier, which is only 2 hrs. from the top. — The writer was unable to get a horse, as Ole and his horses had crossed the Sognefjeld with a party of English travellers, and the other horses were engaged in the harvest. The start from Røjshjem was therefore made on foot at 5 a.m.; following the road for 1/2 hr., we passed the cottage of the guide Peder Ingbretson at Mongjiel &degaard, and in 11/2 hr. more stopped at the Rødbergs-Søter. Starting thence at 7.45, we reached the barren and stony summit of the Galdeshei (5240 ft.), to the S.W. of the sæter, in 1 hr., whence a view of the Gokkerdal and the Gokkeraxelen is obtained to the E. (The bridle-path, however, rounds this hill on the S. side.) About 10 we reached the Tverbra and the Djuvvand, a small glacier-lake, above which rise the amphitheatrical cliffs of Kjedelen (7300 ft.). We now for the first time obtained a view of the summit of the Galdhopig and the Sveilnausi, its dark rocky spur, with the Keilhaustop and Sveilnauspig, all rising like dark waves above the vast expanse of the snowy Styggebræ. Crossing a field of snow and a stony tract, we reached the Varde (6365 ft.) on the Styggebræ at 11.30, rested for half-an-hour, and took 1 hr. more to cross the glacier with its numerous crevasses. The worst part of the route now began. The route traversed loose stones and skirted a deep yawning abyss on the right and the Styggebræ with its wide crevasses on the left; it then followed a snowy arete, the slipperiness of which made the precipices on each side appear doubly formidable. About 2 o'clock (9 hrs. from Røjshjem, 7 hrs. from the Rødbergs-Sæter) we reached the summit, marked by a lofty stone Varde which affords some shelter.

The \*\*Galdhøpig, or Galdhøtind (8400 ft.), is the highest summit of the Ymes/jeld, a peculiar mountain-plateau, which is surrounded by the valleys of the Leira, Visa, and Bævra, and connected with the other mountain-groups of Jotunheim by the Høgvagel (p. 143) only. The slopes of the Ymesfjeld on every side are steep. Besides the Galdhøpig, there are few summits rising above the general level of its snow and glarier-clad surface. The Galdhøpig, the top of which is almost always kept clear of snow by storms, is the loftiest mountain in Norway (Mont Blanc 15,784 ft., Monte Rosa 15,217 ft., the Ortler 12,814 ft.).

The view from the summit is unobstructed in every direction. It embraces the almost equally lofty Glittertind (p. 144) and the Rondane to the E.; the whole of the Jotunfjeld to the S.; the Horunger, the Smørstabstinder, the Sognefjord, the Jostedalsbræ, and the Nordfjord mountain-chain to the W.; and the Snehættan group to the N. Most of these summits, especially the nearer ones, are pointed and pyramidal in shape, like the Swiss peaks, and do not present the usual flattened appearance of the Norwegian mountains. The scene somewhat resembles a vast ocean furrowed with enormous billows, or an Arctic landscape. No occupied valleys are visible. The distant dark blue water of the Sognefjord alone recalls the existence of the nether inhabited world.

The descent is made by the same route to the Rødbergs-Sæter in 4 hrs., and to Røjshjem in 11/2 hr. more.

Experienced mountaineers may proceed direct from the summit of the Galdhøpig across the Styggebræ or to Keilhaus Top and Sveitmaaspiy, and descend by the Sveitmaasbræ to the Spiterstul (p. 144) in the Visdal and thence proceed to Lake Gjende. The route, however, requires the utmost caution, all these 'Pigge' being covered with glacier-ice fissured with crevasses (Spræcker). Hr. E. Mohn, a well-known explorer of the Jotunheim Mts., fell into a crevasse about 400 ft. below the summit of the Galdhøpig on 27th July, 1877, and narrowly escaped with his life.

Røjshjem is also the best starting-point for the ascent of the Lomsegg (6885 ft.), the summit of which is reached via Gaarden Sulheim in 5-6 hours. It commands an imposing view of the Glittertind and Galdhøpig, and of the Smørstabbræpigge and Fanaraak to the W., which, however, seem a long way off.

The best survey of the whole chain is obtained from the **Hest-bræpiggene** (6095 ft.), which may be described as the 'Faulhorn' of Jotunheim. Riding is practicable for part of the way. The two peaks of that name rise on the other side of the valley, to the N.W.

A very interesting \*Walk of 1-2 hrs. may be taken from Røjshjem to Glaamstad, on the right bank of the Bævra, situated obliquely above Gaard Sulheim. We follow the Lom road (p. 129) and (10 min.) cross the Bævra. A rocky \*Hill here commands a fine view of Røjshjem and the Galdhøer. A pleasant meadow-path then leads to the left through a plantation of alders to (20 min.) the right side of the valley and to Glaamstad, a group of farms by the side of which the Glaama descends in four falls. We may then ascend by the broad track on the left bank of the Glaama in 20 min. more to Gaarden Engeim on the hill above.

Close to Rejshjem, by the upper bridge across the Bævra, are numerous \*Jættegryder, or water-worn 'giant cauldrons', the largest of which, of an irregular oval shape, is about 10 ft. in diamater. The stones they contain have been lodged there by inundations subsequent to the period when the hollows were formed.

From Røjshjem through the Visdal or the Leirdal to Lake Gjende, see pp. 145-142.

#### f. From Røjshjem over the Sognefjeld to Fortun.

1½ Day (about 70 Kil.; guide and horse 16 kr.). Walkers should pass the night at the (6 hrs.) Bævertun-Sæter and proceed next day to (12 hrs.) Fortun. The first 3 Engl. M. are practicable for driving, but the rest of the way is only a bridle-path.

Røjshjem, see p. 145. Our route leads to (3/4 hr.) Bæverdals Kirke, where the pastor of Lom (p. 129) performs divine service once monthly. On the opposite side of the valley is Bakkeberg, with large farm-buildings amid smiling corn-fields. The road ascends steeply through the grand gorge of \*Rusten ('wooded hill') or Gaden, with its overhanging rocks, below one of which are the remains of a smithy. Above lies a gaard. Farther on, 1/2 hr. from the church, we come to a moor, once the bed of a lake, where the road terminates.

BRIDLE-PATH TO FORTUN. The path which we now follow soon divides. The route formerly most frequented follows the course of the Bavra, passing the Rusten, Netto, and Preste sæters (good accommodation), to the Hoidalsvand, whence the stream issues in the form of a fine waterfall called the Hoifos. The other and preferable route soon quits the Bæverdal and ascends the lower Leirdal. We avoid the first bridge to the right, and cross the Leira by the second bridge, following the left (W.) bank of the stream, and passing Storlien. To the right are the huge slopes of the Store Juvbræ and the Store Grovbræ. Farther on we observe a grand Gorge, through which, however, our route does not lead. On the left descends the Ilfos, and facing us is the vast Loftet (p. 158), with its extensive glaciers; nearer, on the left, is the Dumho with the lofty fall of the Duma, below which lie the Ytterdals-Sætre. — The path next ascends the Bæverkjærn-Hals (3515 ft.; 'Hals', as in Icelandic, 'a pass') and quits the Leirdal. The Gjende Route turns to the left here, crosses the stream, and leads past the Ytterdals-Sætre to the Leirvand (see рр. 157, 158).

The Sognefield Route leads to the N.W. across the 'Hals', and soon quits the region of birches. At the Varde it turns to the right, and next reaches the Baverkjærn-Sæter (remarkably clean), below which, to the left, are several tarns (Kjærn or Tjærn). Farther on we observe the Hoirand with the Hoifos, which the above-mentioned path leading through the Bæverdal passes, and descend to the Baverkjarn, which with its numerous promontories and islands resembles a miniature fjord. We cross the stream flowing out of this lake by a dilapidated bridge, and follow the N. bank of the lake with its milky-looking water, which reflects the Loftet and is fed by several lofty waterfalls. On the S. bank, near the W. end, lies the Rustesæter (not to be confounded with that above mentioned). To the W. of the Bæverkjærn is the contiguous Bavertunrand, which the path skirts, often at a dizzy height above it. To the W. of this lake rises the Sognefield. The

whole scene here is one of striking grandeur. At the W. end of the Bævertunvand we at length reach the -

Bævertunsæter (3075 ft.: 6 hrs. from Røjshjem; one room with two beds, in which four persons can sleep if necessary, 40 c. each; Alpine fare, for which payment may be made according to discretion). To this establishment belong 24 cows with their calves, 200 sheep, and 11 pigs. The sheep wander over the mountains in summer without shepherds (Vogter), but the cows, summoned by the cattle-calls already mentioned, come down to the sæter in the evening. The pigs generally remain near the building. As in the Alpine chalets, the milk is manufactured here into cheese and butter. The whey (Mysa) is carried down to the valley in drum-shaped Myseflasker (called Primstrumper in the Hardanger), slung over the backs of horses. The cords used here are made of twisted willows, and the horses are tethered in an ingenious manner. The sledges and carts are made of wood. frequently without the aid of a particle of iron. The girls will sometimes sing their untutored but not unmelodious songs by the fireside of an evening, a performance for which of course no payment is expected or ought to be offered. - As the next human habitations, the Turtegred and Gjessingen sæters (p. 150), are 7-9 hrs, walk from the Bævertun Sæter, an early start should be made. The route leads for 13/4 hr. through the somewhat monotonous valley of the Bævra, until it reaches the Nupshaug, a curious rocky knoll in the middle of the valley. Adjoining it is a fall of the Bævra; to the left are two other waterfalls, all of which unite here. We now ascend to a higher region of the valley and obtain a view of the enormous \*Smørstabbræ, one of the most extensive glaciers in Norway, a perfect sea of snow and ice, overtopped by the Smorstabspiggene (7515 ft.), the ascent of which may be made from the Bævertunsæter (10-12 hrs., there and back) without material difficulty. The services of a good guide should, however, be secured. The Bævra issues from the glacier, at the end of which there is a magnificent ice-cavern (digression of 1/9 hr.). — In 3/4 hr. more we come to a stone Varde surmounted by a wooden figure, bearing the inscription:

'Vær rask som en Løve, Og skynd dig som en Hind!

See Veiret det gryner i Fanaraak Tind!'

'Be quick as a lion, haste thee like a hind; see how the storms lower

over the Fanaraak Peak!'

In 1/2 hr. we now reach the actual Fjeld, and in 1/4 hr. more the Fantestenene, where a tramp (Fant) is said to have been shot 'more than a century ago' (the date usually assigned in Norway to remote events). Adjacent is a small lake with patches of snow. Grand view hence of the Smørstabbræ, and of the Fanaraak, farther to the W., from which other glaciers descend. - We soon reach the highest point of an extensive mountain-tract, and cross the boundary of Bergens-Stift (4630 ft.). To the left we observe the Rauskjøldvand, and afterwards the Prestesteinvand, into which the Fanaraakbræ immediately descends. Several hours are next spent in passing this almost contiguous series of lakes and glaciers. The route is marked at frequent intervals by means of Varder, so that an observant and experienced traveller may almost dispense with a guide. Should fog set in, one Varde should not be quitted until another is descried. Failure to observe this precaution might easily cost the wayfarer his life.

At a curious looking Varde called the 'Kammerherre', consisting of a tall mass of rock with a pointed stone on the top, it is usual to rest. The route soon descends steeply to the Herrevand. the stream flowing out of which we cross by the Hervasbrui (Brui. bridge), about 5 hrs. from the Bæverturnsæter, and halfway to Fortun. The route next rounds the projecting buttress of the Fanaraak (7460 ft.), and passes the Galiebergvand, and afterwards the Diuvvand, fed by the glacier stream Diuvvandsaa. On our left now rises the W. side of the Fanaraak, and we soon survey the whole range of the Horanger (p. 159) rising beyond the deep Helgedal, the best point of view being the \*Oscarshoug (3730 ft.), a slight eminence to the left of the path. The Horunger embrace three groups, the first consisting of the Styggedalstinder and Skagastelstinder: the Dyrhaugstinder form the second, and the Riingstind, Soleitind, and Austabottind the third. From the Oscarshoug, which has been termed with some exaggeration the 'Wengernalp' of Norway, part of the dark green Sognefjord is visible near Skjolden.

The route now descends rapidly. The first sæter is that of Turtegrød (2780 ft.), to reach which we diverge to the right. This sæter affords Alpine fare, but is not recommended as quarters for the night, though it is preferable to Gjessingen, which lies a little below it. It is occupied in summer by a family with numerous children, and is far from clean. The hill of Klypenaasi (p. 159), above Gjessingen, also affords a good view of the Horunger.

The ascent of the Fanaraak, which is free from difficulty, may be made through the Steindal from Gjessingen or from the Helgedal-Sæter (p. 153), in the Helgedal, 40 min. farther to the E. (8-10 hrs., there and back).

From Turtegrød or Gjessingen to Fortun, through the Ovabergsdal is a walk of about 2 hrs. more (ascent 3-4 hrs.). The path is good, but extremely steep, and unpleasant for riding. The river forms a series of remarkably fine falls, the chief of which are the Simogalfos, near Gjessingen, and the Dokkafos, at the gaard of that name. Below us lies a picturesque smiling landscape, while behind us towers the majestic Fanaraak, presenting a very striking contrast. About 1/2 hr. beyond Gjessingen the Riingsbotn opens on the left, with the Riingstind and the Riingsbræ. Farther on is a bridge leading to the Skagastøle (p. 159). We then pass the pleasant gaards of Aa-Sæter (on the left bank), Optun (1350 ft.), Sævde (on the right bank), and Berge (1085 ft.; on the left bank), situated amidst corn-fields and orchards. A few paces

beyond Berge we suddenly obtain a survey of the beautiful Fortundal. lying about 900 ft. below us. The path now descends the Fortungalder in zigzags to the hamlet of (1/2 hr.) —

Fortun, see p. 159. From Fortun to (6 Kil.) Skjolden, on the

Sognefjord, see p. 158.

#### g. From Eidsbugarden through the Melkedal to Skogadalsbeen, and across the Keiser to Fortun.

2 Days. The first night of this magnificent mountain-walk is spent at Skogadalsbeen, which lies almost equally distant (8-10 hrs.) from Eidsbugarden and Fortun. The traveller is recommended to take a guide for Sugarden and fortun. The traveller is recommended to lake a guide for the whole way; to Skogadalshøen 4 kr., to Berge (½ hr. from Fortun) 8 kr. 40 g., to the Vettisfos (p. 99) 7 kr.

The guides of Eidsbugarden, Vetti, etc., are usually not well acquainted with the Horunger, so that the traveller who intends to make

excursions among these mountains should dismiss his guide at the Helgedals-Sæter and choose a new one at Fortun or Berge (comp. p. 159).

Eidsbugarden, see p. 138. We row across the lake to the mouth of the -

\*Melkedal, watered by the boisterous Melkedøla, across which there are no bridges. The route gradually ascends the valley, which after 3/4 hr. divides. The branch to the left ascends to the Langeskavl and the Uranaastind (p. 138), while that to the right is still called the Melkedal. Steep ascent through the latter, passing several waterfalls. As is so frequently the case in Norway, the valley neither posseses a level floor nor expands into basins, but consists of a chaos of heights and hollows, where the rock, polished smooth by glacier-friction, is exposed at places, and at others is covered with loose boulders. Vegetation ceases, and no trace of animal life is visible, save the deep 'kuraak', or cattletracks, in the snow. At places, however, the ground is thickly strewn with the droppings of the Lemming (or Leman; Lemus Norvegicus, one of the rodentia, and not unlike a rat), a hardy and intrepid little animal which frequently swims across Lakes Bygdin and Gjende. The reindeer often kills the lemming with a stroke of its hoof and eats the stomach for the sake of its vegetable contents.

About 20 min. above the point where the valley divides we ascend a steep field of snow to the plateau of Melkehullerne, where there are several ponds. In 20 min. more (about 1½ hr. from Eidsbugarden) we reach the \*\*Store Melkedalsvand, in a strikingly grand situation, the finest point on the route, and well worthy of a visit for its own sake from Eidsbugarden (best time in the forenoon, 4-5 hrs. there and back). Even in July miniature icebergs are seen floating in the lake, and during the night a crust of fresh ice is sometimes formed. To the left (W.) rises the Langeskavl; then the Uranaastind. On this side of the latter is the Rødberg. Next, the Melkedalsbræ, descending to the lake, and the Melkedalstinder, all reflected in the dark-blue water.

A walk of another hour over 'Ur' and patches of snow brings us to an ice-pond at the foot of the first Melkedalstind, whence we ascend a steep slope of snow in 20 min. more to the Melkedalshand, the watershed. To the W. a view is obtained of the Second Melkedalsvand, a much larger lake than the first, and generally covered with winter-ice down to the month of July. To the left rise the first and to the right the second Melkedalstind (7107 ft.), and to the N.W. the Rauddalstind (7410 ft.). The scenery continues to be very imposing. The route skirts the N. side of the second Melkedalsvand and  $\binom{1}{2}$  hr.) crosses the stream. Very rough walking. A view of the Horunger is now disclosed (p. 159): on the right rises the Skogadalsnaasi; on the left is the arm of the Melkedalsbræ mentioned at p. 138, with its large moraines. descending from the Uranaastind. The striation of the rocks by glacier-action (Skurings-Striber) is frequently observable. The boisterous torrent is again crossed by a snow-bridge, the remains of an avalanche (caution necessary), or the traveller may wade through it a little lower down, where the water is knee-deep. The Melkedal now ends in a precipitous Batte ('girdle'), over which the river is precipitated in a fall of about 590 ft. in height. To this point also descends the W. arm of the Melkedalsbræ, by which the descent hither from the Uranaastind may be made (see above). The lower region of the valley which we now enter is the \*Skogadal, which expands into a broad basin. Above it tower the majestic Horunger (p. 159), consisting of the Skagastolstinder and the Styggedalstind. The appearance of the Maradalsbræ descending from the Skagastelstind is particularly striking. - The Skogadal is at first a little monotonous, but with the increasing warmth of the temperature the vegetation improves, and the scanty 'Rab' or scrub is soon exchanged for a fine growth of birches (whence the name, 'forest valley'). There is no defined path at first, but the route follows the N. side of the Skogadalselv and afterwards the track made by the cattle (Kuraak). A walk of 2 hrs. from the 'Bælte' brings us to the sæters of -

Skogadalsbøen in the Utladal, see p. 156. The rest of the tour may be accomplished without the guide, through it is advisable to retain his services as far as the Keiser Pass, especially if it is still covered with snow. The track is practicable for riding for 2-3 hrs. beyond this point, but horses can seldom be obtained here. Ascending from Skogadalsbøen for 25 min., we reach a new bridge on the left and cross it. The path to the right leads to the (25 min.) Guridals-Sæter, while we follow the good sætertrack to the W., on the N. bank of the Gjertvaselv or Styggedalselv, a stream descending from the Gjertvaselv at the base of the Styggedalstind) and the Keiser. The retrospect becomes grander and more open as we advance: To the left is the Smørstabbræ and the church at the end of the Store Utladal, to

the right of which are the Rauddalstinder; in front of us is the Skogadalsnaase; more to the right the Melkedalstind, the Uranaastind, and, to the extreme right, the Falketind. After 40 min. a small waterfall is passed. To the left extends the large Gjertvasbra, at the base of the Styggedalstind (7710 ft.), the ascent of which is impracticable from this side. We do not, however, arrive fairly opposite the glacier for another 1/2 hr.

The path, which now becomes easier, next leads to the (1/4 hr.)Giertvand, skirts the left bank of this lake, and then ascends steeply, over debris and snow, to the Keiser Pass (4920 ft.), between the Styggedalsnaase on the left and the Ilvasnaase to the right. To the left lies the Ilvand. To the S.E., above the snowfields of the Styggedalstind rises the Koldedalstind, to the N. the Fanaraak, to the W, the huge Jostedalsbrae and the mountains bordering the Lysterfjord. The path now leads along the top of the hill, passing the pond of Skauta and (1/4 hr.) a large block of white quartz (to the left). The Horunger, especially the mountains round the Styggedalsbotn, now become conspicuous to the left. After 20 min. we cross the Helgedalselv, which flows towards the W. and is sometimes scarcely fordable, and after 10 min. more reach a barren rocky summit, commanding a beautiful view of the huge amphitheatre of snow-fields and glaciers surrounding the \*Styggedalsbotn, above which towers the Styggedalstind with the Styggedalsbra. This view is almost unsurpassed in Jotupheim for wildness and grandeur. Soon after we pass a small waterfall formed by the Helgedalselv. After 25 min. we see to the left the outflow of the Styggedal glacier, and to the right the Steindalselv descending from the Fanaraak. In front of us extends the wide Helgedal, to which the path now rapidly descends.

We next pass, on the left, the fine (1/4 hr.) Skautefos, at the confluence of the Helgedalselv and the Styggedalselv. The path then crosses the Steindalselv, which usually offers no difficulty, and leads through the wide valley to the (40 min.) Helgedals-Sæter (rather dirty). To the E. is the Fanaraak (p. 150), to the S. the Styggedalsbotn, both of which may be visited from this point.

After 20 min. we cross the 'Bælte' (belt) through which the stream has forced its way, and enter a new zone of the valley, containing the sæters of Turtegrød and Gjessingen (p. 150) to the right, and Skagastøl and Riinggadn (p. 159) to the left. To the left we obtain an unimpeded view of the Skagastølsbotn (p. 159). The Oscarhoug (p. 150) is seen to the right ( $\frac{1}{2}$  hr.). The path from Bævertun (p. 149) now unites with ours. Hence to Fortun, see p. 150.

## h. From the Vettisfos to Tvindehoug and Eidsbugarden.

8-10 hrs. A grand expedition (guide desirable,  $5^{1}/_{2}$  kr.). In the reverse direction a saving is effected by rowing across Lake Tyin (with one rower, for 1, 2, 3 persons, 80 g., 1 kr., or 1 kr. 20 g.). In this case a guide should be taken as far as Smaaget.

(More fatiguing than the route described below, and not free from risk, is that through the Morka-Koldedal, whence the Koldedøla forming the Vettisfos descends. See Map, p. 130).

Gaarden Vetti and the Vettisfos, see p. 99. We ascend the Vettisgalder towards the N.E., and in 1/2 hr. reach a shelf commanding a view of the Utladal to the N., with the Maradalsfos on the left. In another 1/2 hr. we reach the top of the hill, with a few sickly pines and numerous trees overthrown by the wind. To the right rises the Stolsnaustind. We then descend to the left, over marshy ground, to (5 min.) a bridge across the Morkaelv and then to (5 min.) a point commanding a view of the Vettisfos from above. Near the fall is a wood-slide, by which timber is precipitated into the gorge in winter, to be swept downwards by the floods of spring. We next ascend the left bank of the Morkaelv (higher up called the Koldedøla) towards the E., and in 20 min. reach the —

Vettismorka-Sæter (2190 ft.), which is occupied in September only. To the W., at the head of the Stølmaradal, rises the Riingstind with the Riingsbræ; farther down, the Maradalsfos; to the right, the Maradalsnaase. The view of the Horunger increases in grandeur.

Those who wish to ascend the highest of the Stølsnaastinder (6690 ft.) diverge here, reach the top in 21/2-3 hrs., and descend in 2 hrs. to the Fleskedals-Sæter, where the night is usually spent. The summit commands a superb view of the Horunger, the three Maradale, and the profound Utladal. Anfind Vetti should be engaged as guide for this ascent.

Our route now leads through pines and birches to the (1/2 hr.)bridge over the Fleskedalselv, and then ascends rapidly to the (1/2 hr.) top of the 'Næs', projecting from the Stølsnaastind. Magnificent view of the Skagastølstinder, rising above the Midtmaradal. We then descend slightly to the (1/4 hr.) four —

Fleskedal Sæters, one of which, belonging to Anfind Vetti, affords clean quarters. These sæters (here called Sæl) accommodate in summer about 40 cows and 200 goats, which descend to the Vettismorka-Sæter in the middle of September and to the valley at the end of the same month. - Route to Skogadalshoen, see below.

Beyond the Fleskedals-Sæter the route follows the Fleskedalselv, first on the left (S.), then on the right (N.) bank. Striking retrospective view of the Horunger, and particularly of the Riingsbræ. To the N. we first observe the Friken (4656 ft.), the top of which may be reached on horseback from the sæter (fine view of the Horunger), and afterwards the precipices of the 'Næs' which separates the Fleskedal from the Uradal. (The latter, one of the most sequestered valleys in Jotunheim, is almost unknown; at the E. end of it rises the Uranaastind, p. 138; and at the W. end it debouches on the Utladal, about  $^{1}/_{2}$  hr. to the S. of Skogadalsbeen.) Our route through the Fleskedal gradually ascends to the defile of Smaaget, which it reaches in  $2^{1}/_{2}$  hrs. after leaving the sæter. The scenery is somewhat monotonous. At first the Stølsnaastinder, with a large glacier, rise to the right; afterwards we have the Koldedalstind on the right and the Fleskedalstind on the left. The path then descends steeply to the Upper Koldedalswand or Uradalsmulen, and leads to the S., following the Koldedæla, to the Lower Koldedalsvand. We cross the Uradalselv at the upper end of this lake, and then walk along the E. bank of the lake and the stream to the upper end of Lake Tyin, crossing the marshy ground by means of stepping-stones. We then proceed either to the S. to Tvindehoug, or across the Eid to Eidsbugarden (p. 139).

# i. From the Vettisfos to Røjshjem through the Utladal, the Gravdal, and the Leirdal.

2½ Days: — 1st. From Gaarden Vetti to Skogadalsbøen, 6-7 hrs.; or as far as the Guridals-Sæire ¾4 hr. farther (or to Muran, ½2 hr. from Skogadalsbøen, at which last place enquiry should be made whether the Muran søter is tenanted). Those who arrive at Skogadalsbøen early enough, and intend passing the night there, may ascend'the Skogadalsnaasi in the evening. — 2nd. From Skogadalsbøen to the Ytterdals Sætre, 10-11 hrs.; to shorten which the previous night should be spent if possible at Muran; if necessary, the night may be spent in the refuge-hut on the Leirvand. — 3rd. To Rejshjem, 4-5 hrs.

Gaarden Vetti and the Vettisfos, see p. 99; thence to the Fleskedals-Sæters, 3-31/2 hrs., p. 154. — The present route ascends the Friken (p. 154), which is covered with vegetation, following the direction of the 'Varder', and after 3/4 hr. descends again for some distance. It then skirts the slope of the mountains, passing through underwood or over stones and snow high above the Utladal, the bottom of which is seldom visible. As we proceed we enjoy an unimpeded \*View of the needle-like pinnacles of the Horunger, soaring above the white snow-fields on their flanks: to the left, the Skagastolstinder (7900 ft.) rising above the Midtmaradal, then the Styggedalstind, the E. buttress of the group, descending into the Treamaradal, with the extensive Maradalsbra (p. 152). To the S., beyond the end of the Utladal, we see the Blejan and the Fresvikbræ (p. 105); to the S.E., the Stolenaastind; to the E. the sharp pyramid of the Uranastind; to the N. the summits inclosing the Skogadal and Utladal, and in the distance a range of snowclad mountains, probably those between the valley of the Otta and that of the Bæyra in the Gudbrandsdal.

In  $^{3}/_{4}$  hr. we see below us, to the left, the *Vormelid Sæter* (p. 156), which cannot be reached from this side. In front of us lie Skogadalsbøen and the Guridals-Sæters (see below). The path then descends rapidly through fatiguing underwood (*Vir*) and in  $^{3}/_{4}$  hr. reaches a small birch-wood. In 10 min, more the *Uradal* (p. 154)

opens to the right, with an immense tract of 'Ur', fallen from the precipitous slopes on the S. We then cross the *Uradalselv* by a small bridge (Klop). The mountain peaks are now concealed from view by the numerous precipitous 'noses' running out from the main ridges. We then follow a cattle-track (Kuraak) leading through a sparse birch-wood at the foot of the *Urabjerg*, cross the Skogadalselv by a bridge, and in 1/2 hr. reach the sæters of —

Skogadalsbøen (2914 ft.), at the entrance to the Skogadal. (Tolerable food at the lower sæter, sometimes including 'Spege-kjød'; one broad bed with a heavy fur coverlet.) These sæters are among the few in the Utladal which are always inhabited in summer (usually from 24th June till the beginning of September). The Utladal sæters are built of stone and consist of an ante-room, an inner room, and a dairy. The smoke escapes by the 'Ljor' or hole in the roof. The cattle come from the Lysterfjord (a branch of the Sognefjord, p. 99), and have therefore to be driven across the snow-clad Keiser Pass (p. 153).

From Skogadalsbøen we may scale the Skogadalsnaasi (6080 ft.) without a guide (3-4 hrs. there and back) by ascending the valley to the (1/2 hr.) Lusahougene (see below) and then climbing to the right. The direct ascent from the sæters is very steep. Grand mountain-view. To the W. the Horunger (but only the Maradalstinder, Austabottinder, and Styggedalstinder) and the Fanaraak; to the N. the Hestbræpigge and Smørstshstinder; more to the E. the Tværbottenhorne, Heilstuguhø, Kirke, Uladalstinder, Rauddalstinder, and Sletmarkhø; then the Melkedalstinder

and to the S. the Uranaasi and Stølsnaastinder.

The ASCENT OF THE STYGGEDALSTIND, the easternmost peak of the Horunger, should only be undertaken by experienced mountaineers (8-10 hrs., there and back). The route crosses the Utla-bridge (2790 ft.), turns to the S., and crosses the Gjertvaselv, which descends from the Keiser (p. 153), on the S. bank of which is the descried Gjertvasboen sæter (2950 ft.). The ascent of the Gjertvasnaasi now begins. In 1-1½ hr. we reach the first plateau (4267 ft.), and in 3 hrs. more the Gjertvastop (4687 ft.). About 490 ft. higher the base of the peak itself is reached, whence we ascend a slope of snow, then over rock with patches of snow, and lastly over the broad crest to the summit of the \*Styggedalstind (7710 ft.). On the W. side is a sheer precipice about 1300 ft. in height. If stones are thrown down into the abyss, their reverberation takes several seconds to reach the ear. At a giddy depth below are the Gjertvasbræ on the N. and the Maradalsbræ on the S.

The sæter-path to the S. of Gjertvashøen, mentioned above, crosses the Kløvbaklier, following the Utla, and leads up and down hill, past the Skogadalsfos (on the left) and the Uradalsfos, to the chalets of Vormelid, or Utladalshullet (a pleasant walk of 11/2 hr.). From this most sequestered spot the Skagastølstind was ascended for the first time (p. 99).

From Skogadalsbøen across the Keiser to Fortun (8-10 hrs.), see pp. 152, 153; through the Melkedal to Eidsbugarden (8-10 hrs.) see pp. 154, 155.

For the continuation of the journey through the Utladal a horse may generally be obtained at Skogadalsbøen to carry the traveller to a point beyond Muran (1 kr., but no saddles). We pass a bridge, crossed by the path leading to the Keiser (p. 153) and to the three Guridals-Sætre, where the night may be spent. Our route follows the E. bank of the Utla, passes the debris of the Lusahougene, and (3/4 hr.) reaches the confluence of the Store

and Vetle Utla. The latter descends from the Vetle ('little') Utladal, and is precipitated in several falls over the 'Bælte' or rocky barrier of Tunghoug. To the right rises the Hillerhoi (5250 ft.), and to the left the Kongsdalsnaasi. The Store Utla, along which the steep path ascends, has forced its passage through the 'Bælte' and dashes through its channel far below. Fine retrospective view of the Styggedalstind with the extensive Gjertvasbræ.

Through the Vetle Utladal a little frequented path leads between the Fanaraak group on the left and the Smorstabbræ on the right to the important mountain-route across the Sognefjeld between the Bævertun-

Sæter and Fortun (see pp. 148-151).

We next reach a higher region of the Utladal and (about 11/2) hr. from Skogadalsbeen) the Muran Sæter (3327 ft.), on the opposite (right) bank of the river. (Tolerable accommodation. Those who purpose passing the night here should enquire at Skogadalsbeen if the sæter is inhabited.) Grand view of the Styggedalstind to the W., the Kirke to the N., and the Rauddalstind to the E. of this point. Those who require a horse here should attract the attention of the people at the sæter by shouting, unless they prefer wading through the icy stream, which, however, at an early hour is usually shallow. (The route through the Rauddal to the Giendebod follows the left bank of the Utla; see p. 141.)

Having crossed the stream at Muran, we now follow its right bank, at first passing the base of the Hillerhei. On the S. side we observe the Skogadalsnaasi, the second Melkedalstind, and then a large waterfall descending from the Rauddalsmund, adjoining which rise the Rauddalstinder. The valley is broad, and partly overgrown with scrub. Nearly opposite the Rauddal is the stone hut of Stor Halleren, used by reindeer-stalkers. An impressive view of the Horunger, which close the Store Utladal to the S.W., accompanies us as we ascend. The valley now takes the name of Gravdal. Vegetation gradually ceases. We now have to wade through the Sandelv, descending on the left from the Skjortningsbræ, an offshoot of the immense Smørstabbræ. The crossing is best effected near the Utla. Above the glacier towers the curiously shaped \*Smorstabstind (7515 ft.; Stab, 'block': the same word as in Stabbur).

As the path ascends the flora assumes a more and more Alpine character (Bartsia alpina, Pedicularis lapponica, Veronica alpina, Saxifraga cæspitosa, Viscaria alpina, Gentiana nivalis, Pulsatilla vernalis. Ranunculus glacialis, the last of which is known as the Rensblomme). Having reached a height of 4925 ft., we at length come to the stone Refuge Hut on the Leirvand (4903 ft.), 5-6 hrs. from Skogadalsbeen. The hut contains a table, two benches, some firewood, and a few cooking utensils. Four routes converge here: that by which we have ascended through the Gravdal, another from the Giendebod and the Hogwagel (p. 143), a third from Rojshjem through the Visdal, and the fourth from Rojshjem through the Leirdal. The route through the Visdal goes round the N. side of the Leirvand and ascends through the Kirkeglup, between the quaint-looking Kirke (7073 ft.; difficult to ascend) on the right and the Tværbottenhorne (7220 ft.) on the left, to the Kirkenkjærne, a series of tarns. Passing these it then descends into the Upper Visdal. On the right tower the vast Uladalstinder with their extensive glaciers. The route, which cannot be mistaken, afterwards unites with that coming over the Uladalsvand from Lake Gjende, from the S. (see p. 145).

In descending the Leirdal, we skirt the imposing Ymesfjeld for a considerable distance, but the curious-looking Skarstind (6576 ft.) is the only one of its peaks visible. To the left are the grand glacier tongues of the Smørstabbræ and several of the Smørstabstinder. Lastly we obtain a view of the Loftet (7317 ft.), which is most conveniently ascended from the Bæverkjærn-Sæter on the Leiraas. After a walk of 4 hrs. from the Leirvand we reach the —

Ytterdals-Sætre (2953 ft.; good quarters), prettily situated near the lofty fall of the *Duma*. A good bridge crosses the Leira from this point to the *Leiraus*, which is traversed by the route from Røjshjem to the Sognefjeld (see p. 148). From the sæters to Røjshjem, 4-5 hrs. more (see p. 148).

#### k. From Skjolden on the Sognefjord to Fortun and the Horunger.

From Skjolden to Fortun, 6 Kil. (33/4 Engl. M.), carriage-road. From Fortun to the Oscarshoug takes 6 hrs. (there and back), but if the Skagastele and the Dyrhaugstind are included a night should be spent at the Riingssæter. If, however, the traveller is very much pushed for time it is possible, by making a very early start, to return to Fortun the same evening.

Skjolden (p. 101; fast station for boats, slow for horses), a steamboat-station at the head of the Lysterfjord, lies near the mouth of the pretty \*Fortundal (see p. 159). The birches and alders here, as is so often the case in Norway, are sadly mutilated, being periodically stripped of their foliage which is used, alternately with hay, as fodder for the sheep and goats. The cows also eat it readily, but their milk is apt to be unpleasantly flavoured by it. The barley-fields are remarkably luxuriant. The potato-plant often attains a height of 2 ft. or more. A ferry-boat (rowed by the quaint old 'Færgemand' Ole Halvorsøn Eide) conveys us across the rapid Fortunelv, on the left bank of which lies the large Gaard Eide. The road then crosses the Eid, an old moraine, and reaches the milk-coloured Eidsvand, on the N. side of which rises the huge rocky wall of the Jersingnassi (3088 ft.). To the N.E. we have a view of the Fanaraak (p. 150). We now skirt the left bank of the lake and then ascend the left bank of the Fortunely, passing the Lingsfos on the right. Farther on the road is overhung by the Smalabery, beyond which the Kvæfos is seen on the right. To the right, at a dizzy height above us, we observe Gaard Fuglstey ('bird path'; 2490 ft.), past which a fatiguing path leads to Farnæs at the E. end of the Aardalsvand in the Aardal (see p. 98).

6 Kil. Fortun (\*Inn at the Landhandler's; horse hence across the fjeld, 16 kr., see p. 148), consisting of a group of handsome gaards, with an ancient timber-built church, situated on a hill 435 ft. above the fjord, and commanding a beautiful view. Pleasant walk from the inn at Fortun up the valley to the \*Skagagjet, a gorge on the right, from which the Ovalbergsetv is precipitated into the Fortundal (1/4 hr.). Crossing both bridges, we reach an eminence immediately above the fall, in which a tine rainbow is formed by the morning sun. We may then proceed in 5 min. more to a bridge over the Fortundalsetv and (without crossing the bridge) to a small rocky \*Hill by the Havshelfos (whence a rude ladder descends to the salmon-fishing apparatus), and thus obtain a view of the beautiful valley in both directions, and of the Lingsfos to the S.

The \*Fortundal, a deep and narrow valley, somewhat resembling that of Lauterbrunnen, but with a well-cultivated floor and wooded slopes, extends from the Lysterfjord for about 18 Engl. M. to the N., as far as the glacier-mountains near the Tværdatskirke and the Tundradatskirke (6590 ft.). On the left side it is enclosed by the Jersegnaase, the Tufsen, the Svajdalsbræ, and the Stenegbræ, and on the right by the Dølefjeld, the Liabræ (6100 ft.), and the Midtalsleifti. The last sæter, that of Nørstedal, lies about 12 Engl. M. above Fortun. Excursions may be made from it to the head of the valley, to the Ilvand, a lake situated 4300 ft. above the sealevel, and to the Tundredalskirke.

Fortun (where Ole Solfestson is a good guide) is the best starting-point for a visit to the Horunger. The road (see pp. 150, 151) ascends to Gaarden Berge, at the entrance to the Helgedal, beyond which there is a bridle-path, leading in 3-4 hrs. to the sæters of Gjessingen and Turtegrød (2790 ft.; p. 153). Above Gjessingen is the \*Klypenaasi, an admirable point of view, a visit to which obviates the necessity of ascending to the Oscarshoug (comp. p. 150). Those who wish to penetrate farther into the Horunger cross the bridge over the Helgedalselv mentioned at p. 150, 1/2 hr. below Gjessingen, and ascend to the Riinggadn-Sæters or the Skagastøle. To reach the former we ascend directly to the right in 20 min., or follow the stream for 6 min. and then climb to the right, The lowest of the five Riinggadn Sæters is the most comfortable. The route to the Skagastøle turns to the left 6 min. beyond the bridge, crosses the Riingselv by another bridge, and in 40 min. reaches the two sæters, of which the upper one is to be preferred. The scenery here is very striking. The view embraces part of the immense \*Horunger, one of the wildest mountain-groups in Jotunheim, with their precipitous slopes, picturesque pinnacles, and numerous glaciers, to which the green valleys below present a pleasing contrast. The sharpness of the peaks and ridges is caused by the rapid disintegration of the 'gabbro' rock of which the mountains are formed. The name Horunger is said to be an ancient Aryan word, probably signifying 'large mountains' (akin to the Greek ogos, Slavonic gor, and the horje in the Voss district).

On the side next the Riinggadn opens the \*Riingsbotn, a huge basin containing a large glacier, behind which towers the lofty Riingstind (7000 ft.). On the E. the 'botn' is bounded by the Durhaugsfield and on the W. by the Levnaasi or Nonhougen, which is prolonged towards the S. by the Soleitinder and the Austahottinder. The best survey of the Riingsbotn is obtained by ascending the Riingselv for 3/4-1 hr. beyond Riinggadn. A walk of 11/9 hr. more brings us to the glacier, which we may cross, skirting the Riingstind, to its S. side, and then descend into the Stolsmandal (p. 99).

The Skagastølsbotn lies between the Dyrhaugsfjeld on the W. and the Kolnaasi on the E. Its floor is covered by the Skagastelsbra, with a small ice-lake, which may be crossed to the Midtmaradal (p. 99). To the S.E. tower the Skagastolstinder, among them the Store Skagastolstind (7875 ft.), the ascent of which cannot be accomplished from this side. This 'botn' is reached more easily from the Skagastele than from Riinggadn.

The nearest Dyrhaugstind may be ascended either from the Skagastøle or from the Riinggadn in about 31/2 hrs. In the first case we ascend to the S. to the Dyrhaug, and continue straight on. From the Riinggadn we descend to the Riingselv, cross the bridge, and then ascend the E. bank of the stream to the (1 hr.) hill above the gorge, whence we obtain a good view of the Riingsbræ. We then climb to the left to the top of the Dyrhaug, and follow the crest, partly over debris, to (21/2 hrs.) the summit of the first \*Dyrhaugstind (6537 ft.). The view hence is remarkably fine. Towards the E. we survey the Skagastolstinder, to the right of which are the wild Maradalstinder; to the W. the Soleitinder, Austabottinder, and Riingstinder; and to the S. the other Dyrhaugstinder, rising in an amphitheatre to the last and highest (6965 ft.), which is still unnamed. To the left, lower down, lies the Skagastelsbra, with a small ice-lake (4267 ft.), and to the right is the Riingsbra. Between the Skagastelstinder and the Dyrhaugstinder peep the snow-clad mountains on Lakes Bygdin and Tyin. To the N. rise the Fanaraak and the Smorstabstinder, and towards the W. stretches the enormous Jostedalsbræ as far as the Lodalskaupe (p. 104). The traveller is particularly cautioned against venturing too far along the sharp arête with its loose crumbling stones.

The Styggedalsbotn, the third of these characteristic basins of the Horunger, bounded on the W. by the Kolnaasi, on the E. by the Simlenaasi, and on the S. by the Styggedalstind, is most easily visited from the Helgedal-Sæter (p. 153), situated in the Helgedal about 1 hr. above the bridge mentioned at pp. 150, 159.

A guide should be brought from Fortun.

Through the Helgedal and over the Keiser to the Skogadal, see pp. 279, 278. From Gjessingen to Bævertun and Røjshjem, see pp. 276-274.

# 18. From the Gudbrandsdal to Mæraak on the Geirangerfjord.

From Bredvangen to Lindsheim, 83 Kil. (52 Engl. M.), road with fast stations; from Lindsheim to Grjotlid, 35 Kil. (22 M.), and on to the Breidalevand, road with slow stations. From this point we either row to the other end of the lake, and walk or ride thence to Mæraak (comp. p. 164) or proceed the whole way by the bridle-path (11-13 hrs.).

A peculiarity of all the routes from the Gudbrandsdal to the western

A peculiarity of all the routes from the Gudbrandsdal to the western fjords is that they ascend gradually to a lofty and comparatively level mountainous tract, after traversing which for some hours they descend abruptly several thousand feet to the fjords. This final descent, partly over snow, coming at the end of a long and rough walk or ride, is far more fatiguing than the ascent at the beginning of the expedition. The marked contrast between the wild scenery of these mountains, with their sharp and exhilarating air, and the rich vegetation of the smiling fjords, where the weather is often oppressively hot, may be regarded as one of the chief curiosities of Norway, especially as these entirely different regions are often within two or three hours' walk of each other. The contrast would, indeed, be hardly more striking were the Lake of Como

transferred to the heart of the wildest snow and glacier scenery of Switzerland. The route viâ Røjshjem (p. 145) to Fortun on the Sognefjord (comp. RR. 16 c, 17 f), is finer than the route to Mæraak here described.

Route to Andvord and the Church of Lom, see p. 129. By the Church of Lom the Røjshjem road turns to the left, while our route leads to the W., skirting the S. bank of the Ottavand. The high mountain on the left is the Lomsegg (p. 147), and that to the right (N.) the Loms Horúng (5650 ft.). The country here is tolerably well peopled. On the slopes of the valley lie a number of farm-houses, the lands of which are separated from each other by long stone walls and the rye and barley-fields are frequently enlivened with reapers, gleaners, and persons engaged in irrigating the soil with the help of large shovels (Skyldrek). Part of the road is bordered with alders, a tree rarely seen in Norway.

14 Kil. †Aanstad, a good station, to the E. of the church of Skeaker. Farther on, the road traverses thick deposits of sand, the remains of old glacier-moraines. On the right we pass the confluence of the Aurelv, descending from the Aursjø, with the bluish-green Ottaelv, which the road soon crosses. On the left we obtain a view into the Lunderdal, with its immense moraines; to the left rise the glacier-clad Hestbræpiggene (p. 147), and in the background the Holatinder; on the right the valley is bounded by the Grjotaafjeld, the Tværfjeld, and the Svaahø, of which the two first are upwards of 6250 ft. in height.

A little farther on, we pass the ruins of a bridge. From the Svaaho (6110 ft.) descend several waterfalls from a height of nearly 3000 ft., besides a number of avalanche-tracks. The mountains are somewhat monotonous, but of imposing dimensions. The Otta is crossed by a bridge in the old Norwegian style. Up the valley we obtain a fine view of the snow-clad Glittertind (p. 144). The river expands into the form of a lake, on which there are several boats.

11 Kil. †Lindsheim, a good station. Lars, the landlord, a

well-informed man, sometimes acts as a guide. Tastefully painted clock and cupboard. ('Skrivarbrød' and 'Bagers' are two kinds of cake esteemed by the natives.)

A good road leads from Lindsheim through the Brotedal, past the Liavand, to Faaberg in the Jostedal. This route is described by Mr. Milford in his 'Norway' as one of surpassing grandeur, the view of the Jostedal and of the huge towering Lodalskaupe being almost unparalleled. If the traveller is prepared for a very fatiguing expedition of 15 hrs. (on the second day), he drives from Lindsheim to (16 Kil.) Mork in the Brotedal, walks or rides by the Dyringsseter and past the picturesque Liavand to the Sotasæter (2470 ft.), and thence to the Rekjeskaulvand (3070 ft.), where the night may be spent at the Musubyttsæter. Next day the Svaribytdal is ascended to the Hanspikje (4519 ft.), whence the route descends steeply through the Sprengdal to the Jostedal. In the latter valley tolerable quarters may be obtained at the Faaberg-Stel (p. 104).

From Mork a road leads to Onstryn, ascending the Nordfjordbræ to the

From Mork a road leads to Opstryn, ascending the Nordfjordbræ to the Kamphamrene (4065 ft.), from which there is a tremendous descent of extraordinary abruptness into the Sundal (967 ft.); finally through the Hjelledal

to Hjelle on the Opstrynvand (see p. 187).

From Lindsheim to Grjotlid the traveller is conveyed in a stolkjærre, which is required by the authorities to have broad wheels. As long as the road remains in the valley of the Otta, it is of the ordinary width, but afterwards becomes so narrow that two vehicles can scarcely pass each other. It was constructed to facilitate the intercourse between the denizens of the upper Gudbrandsdal and those on the western fjords. For the greater part of the way it leads through a vast wooded and stony wilderness, but is useful to the proprietors of the sæters on the neighbouring hills, whose traffic it facilitates, and even to the inhabitants of the Upper Gudbrandsdal, who find it cheaper to bring some of the necessaries of life over the mountains on horseback from the western fjords than from Lillehammer in carts. — While visiting this district the writer met a government engineer at Grjotlid who was engaged in planning a continuation of the road to Mæraak or to Opstryn.

After leaving Lindsheim the road passes the Nordbjergskirke, erected in 1864. Above the thin pine-woods we observe the Gjødingsbæk, which descends from the Høiberg. — The Dønnfos Bridge which crosses the Ottaelv commands a view of three valleys, the Tundradal to the S., the Brotedal to the W. (see above), and the Billingsdal to the N., at the junction of which lies Aamot ('meeting of the streams'). — Beyond this point the road begins to ascend considerably, and traverses a vast tract of rocky debris (Ur). On the left flows the Ottaelv, which descends from the Høgerbottenvand and forms the Øibergsfos. Looking back, we obtain a view of lofty mountains with glaciers, including the Tværfjeld and Bjørnskred.

The Høgerbottenvand with its wooded islands, occupies a higher region of the valley. In the background is the Skridulaupbra, with the Glitterhø and the Framrusthovd, and to the right, on the hill, lie the Høgerbotten-Satre (3040 ft.). Passing a saw-mill (Saybrug), we next reach the Fredriksvand and Polvand (1930 ft.). The road now ascends continuously through wild forest, where

thousands of fallen trees and branches broken off by the wind (Vindfald) are left to decay. This scenery will often recall the interesting pictures of Hr. Cappelen, the Norwegian artist. The road skirts for nearly 1/2 hr. an unbroken series of cataracts formed by the Otta, forming the Polfos ('Kjække Fosse'). At rare intervals the traveller meets with 'Sæterfolk' bringing their whey in 'Myseflasker' down from the mountains. - Farther on we pass a waterfall on the right, and then by a wooden bridge cross the Thordalsfos, an imposing waterfall descending from the Thordal on the N., and fed by the glaciers and snow at the head of that valley. On hills formed by deposits of debris, to the right, lie the sæters of Billingen, to the S. of which, on the opposite side of the Otta, are the Aasensætre. A number of the pines in this neighbourhood are curiously shaped. The country looks parched and monotonous, as a peculiarity of the climate here is that rain is very rare in summer (comp. p. 129). The large glacier-streams Otta and Thordalselv flow through a dry and barren wilderness. To the right, farther on, we observe the Nysætre, and we next pass the Vuluvand (2685 ft.), a pretty mountain-lake, into which the Vuludalselv falls. The road is now comparatively level. On both sides and in the distance rise snow-clad mountains. On the left is the Skridulaupbra, with its ice-basin ('Botn'). We then pass the Heimdalsvand and Grjotlidsvand, and after a drive of 35 Kil, from Lindsheim reach —

Grjotlid ('stony slope'), a Fjeldstue or small mountain-inn belonging to the government, and containing two double beds. Excellent trout (Fjeldørreter) are generally to be had, but otherwise the fare is simple. The tenant Christ may be taken as guide to Mæraak (4 kr.; horse and guide 8 kr., with fee of 1½-2 kr.). Reindeer and bears abound in the neighbourhood. The latter are epicures in their way, carrying off pigs when they can capture them, but despising goats' fiesh.

FROM GRJOTLID TO OPSTRYN (8-10 hrs.). This route from the Gudbrandsdal to the Nordfjord is less interesting than that to Mæraak. It turns at once to the S.W. to the Heilstuguvand, passes the base of the Skridulaupbræ which lies to the S., and leads through the Vatsenddal and across the boundary of Bergens Stift to Hjelle in the Hjelledul. From Hjelle across the Opstrynvand to Toning and Visnæs, on the Nordfjord,

see p. 188.

The mountain-route from Grjotlid to Mæraak (10-12 hrs.) is very fatiguing and somewhat deficient in variety of scenery. Driving is practicable as far as the Breidalsvand. Beyond Grjotlid trees disappear entirely from the landscape. The flora is of an Alpine character. After 1 hr. a large valley diverges to the N.W., through which a little-frequented path leads to the Kalurdal. We cross the Kjærringselv, and soon reach the Breidalsvand (2885 ft.), a lake about 6 Engl. M. long, the clear waters of which reflect the Vatsendegg. On the N. side rises the Breidalsegg, with its snow-fields and rocky wildernesses (Ur), which the path traverses. Pedestrians must also wade through the Hamsaelv.

It is therefore better to traverse the lake by boat, riders sending on their horses to the W. end. The path next runs at a considerable height above the Djupvande or chain of lakes extending into the higher mountains, each of which is a little higher than the one below. The Upladsegg, which becomes grander as we advance, rises in the form of a huge wall of rock to the S.W., with a flat summit. presenting the appearance of having been sharply cut off, and is covered with a snowy mantle (Laken), offshoots from which descend to the green lake. Avalanches fall into the water at very frequent intervals. At the W. end of the lake is a small Fjeldstue, erected by government, the woman (Budeie) presiding over which supplies coffee (1/2-1 kr.; not a suitable place for spending the night, and far from clean). The Budeie also has charge of 100 sheep and 50 goats. Mæraak is reached from this hut in 4-6 hrs. more.

We now ascend in 20 min. to Stavbrækkene (Stav, 'stratum', 'layer'; Brek, 'cliff'), with the highest Djupvand, from which the Djupvands for descends. To the W. tower huge walls of rock, beyond which is the ice-fall of the Nordfjordbra, a glacier virtually unknown, with the Rindalshorn forming its centre. There is now no distinct path, but our route leads round the E. side of the lake for 1 hr., crossing numerous torrents and waterfalls. At the N. end of the lake we ascend for about 20 min. more, over rocks worn smooth and almost polished by glacier-friction, and at length reach the culminating point of the pass (about 3500 ft. above the sea-level), the watershed between the Gudbrandsdal and the western fjords, where we obtain a \*View of the finely shaped mountains around the Geiranger Fjord, which itself becomes visible a little farther on.

The direction of the path is now indicated by small and hardly noticeable heaps of stones (Varder); the descent is extremely steep, and this is perhaps the most unpleasant part of the whole route. We soon reach the Oplandske Dal, the highest basin of the valley, once filled by a lake, and bounded on the E. by the Holenabba, rising above it like a wall. In this basin lies a large and thriving gaard (1365 ft.), beyond which the route, now a kind of cart-track, again descends very steeply. Fine waterfalls are seen in every direction, and several other gaards are passed. Below us lies the fjord with the small church 200 ft. above it; on the height opposite, to the N., lies the gaard of Vesteraas. - At length, in 3-4 hrs. from the summit of the pass, we reach Maraak, see p. 184.

## 19. From Bergen to Throndhjem by Steamer.

80 Nautical Miles (320 Engl. M.). Steamboat 5-6 times weekly in 45-60 hrs., usually starting late in the evening (fares 32 or 25 kr.). A berth should be secured at once (comp. p. xix). The large steamers call only at Aulesund, Molde, and Christiansund.

The voyage is on the whole of little interest. There are, however, form for the company of the co

a few fine points, such as the mountain called Hornélen (or Smalsar-

horn), the promontory of Stadt, the charming little town of Molde with the view of the Romsdals-Fjord, and the promontory of Stemshesten. The view of Throndhjem from the sea is also picturesque, and in fine weather the snow-clad mountains of the interior are visible in the distance, especially between the Sognefjord and Molde. These views, however, do not counterbalance the monotony of the rest of the voyage, and the so-called 'inland-route' to Molde (R. 21) is far preferable to the direct steamboat-voyage. For it must not be forgotten that the finest scenery is, as we have repeatedly observed, generally to be found in the inner recesses of the fjords, and not at their mouths. The distances in the following description are given in sea-miles and calculated from Bergen.

Bergen, see p. 67. The steamer threads its way through the Skjærgaard, or belt of islands, lying off the district of Nord-Horland, which, together with Sænd-Horland, to the S. of Bergen, constituted the ancient Hørdafylke. The first important station is (11 S.M.) Skjærgehavn, a little to the S. of the Sønefjord (R. 16). We next pass the entrance to that fjord, which shows no sign here of the magnificent scenery of its inner ramifications. The shapeless mountains have all been worn down by glacier-action, and most of them are entirely barren.

To the N. of the Sognefjord the steamer skirts first the districts of Sandfjord and Nordfjord (the latter extending to the promontory of Stadt, p. 167), which together formed the ancient Firdafylke. We cross the Aufjord, and then the Dalsfjord, at the entrance to which is the Præstø station. Some of the vessels do not touch at Præstø, but steer towards the W. to Varø, from which a visit may be paid to the interesting island of Alden (1550 ft. in height), which is known as the 'Norske Hest'. The proprietor of the island, who lives on the W. side, possesses upwards of 1000 sheep. He and his two 'Husmand', who live on the E. side, spend the whole year in the island. On leaving Præstø the steamer traverses the Granesund (with the Atles on the left) and the Stangfjord, passes Stavnæs, the westernmost promontory of Norway, and reaches the Starfjord, which forms the entrance to the Fordefjord. The steamer that touches at Vare skirts the E. side of the island of Alden and steers thence to the Stavfjord. The Dalsfjord and the Førdefjord are embraced in the name of Søndfjord, and are traversed once weekly by a steamer from Bergen, taking 3 days to the vovage there and back.

The Dalsfjord (in 'Søndfjord', not to be confounded with the arm of the Voldenfjord, p. 168) runs inland for a distance of 50 Kil. (31 Engl. M.); at the entrance rises the massive Atles (upwards of 2000 ft. in height). The steamer plying on this fjord passes Strømsnæs and Dale ("Inn), which lies on the S. side, about halfway up the fjord. Above Dale rise the Dalshest (2365 ft.) and the dome-shaped Kringlen (2468 ft.). Farther on are the Lekelandshest, behind which rises the flat and generally snow-clad Blejan ("mantle"; 4400 ft.), and the imposing Kvamshest (4120 ft.). The last steamboat-station on the fjord is Sveen, near the E. end. from which a hilly road leads to (11 Kil.) Langeland and (11 Kil.) Førde (p. 178). About 1 Kil. beyond Sveen is Osen, whence a road leads to Sande (p. 177).

The Førdefjord, 60 Kil. (37 M.) in length, though less striking than the Dalsfjord, also abounds in bold mountain-scenery. The most important place is Naustdal on the N. bank. At the end of the fjord rises

the majestic Kvamshest, at the foot of which lies the skyds-station Forde, whence we may drive to Mo and Nedre Vasenden on the Islstervand

(p. 179).

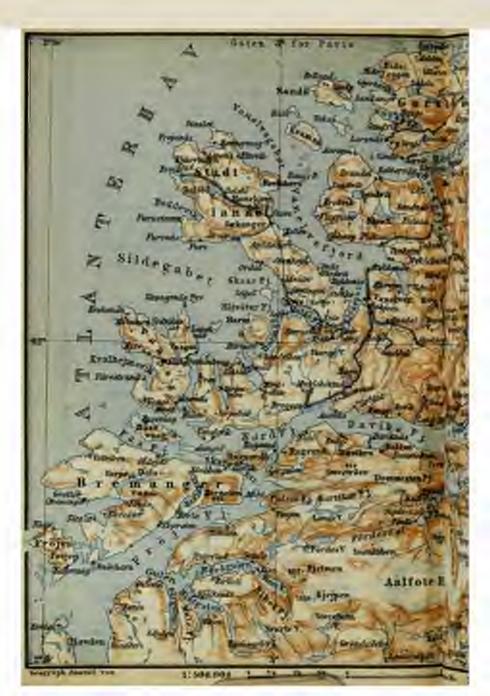
20 S.M. Florgen (Inn), an island between the Søndfjord and Nordfjord, is an important station, being touched at by some of the direct steamers to and from Molde and Throndhjem, and also by the Søndfjord and Nordfjord steamers. This station, which has rapidly assumed the dimensions of a small town (500 inhab.), forms the E. focus of the traffic of the Nordals, Eike, and Hødals fjords, and partly owes its prosperity to its former success in the herring-fishery. On a solitary rocky islet to the W. of Florgen is the Stabbensfyr (lighthouse).

The coasting steamers, which now run between the mainland and the belt of islands, next touch either at Kallevaag on the Frøjen or at Kjelkenæs on the large island of Bremanger, which lies at the mouth of the Nordfjord. At the E. end of the island is the perpendicular and apparently overhanging \*Hornélen (3000 ft.), rising immediately from the water. An attendant of Olaf Trygvason (end of the 10th cent.) is said once to have attempted to scale this mountain and to have been rescued by the king himself from imminent peril. On the E. side of Hornelen is the rocky island of Marø. The steamer then traverses the often very rapid Skatestrøm, the entrance of the Nordfjord, and the Vaagsfjord, and stops at the station of (27 M.) Moldø. or the opposite village of Sæternæs, on the Vaagsø.

The \*Nordfjord, extending to the E. of Moldø for about 55 Engl. M., is one of the finest fjords in Norway, the innermost arms being especially picturesque. A steamer from Bergen plies on this fjord 4-6 times monthly. The first station is Rugsund on the S. bank, the second is Rryggen on the N. bank, from which a road crosses the lofty Maurstadeid (2060 ft.) to (20 Kil.) Aahjem on the Vanelosfjord (p. 168). A little beyond Bryggen, on the S. bank, is Daviken, where Claus Frimann, the poet (d. 1829), once lived. On the N. side, to the E. of Daviken, diverges the Eidsfjord, running towards the E., with Nestdal or Nausdal on its N. bank, and Eid at its head, whence we may proceed viâ the (6 Kil.) Nordfjordeid to Vedvik on the Hornindalsvand (see p. 182).

The S. arm of the Nordfjord is now called the Isfjord and farther up the Hundviksfjord, from which, to the S. W., diverges the Aalfotfjord and beyond it the Hyefjord and the Gloppenfjord.

The few steamers which ply in the Aalfotfjord and the Hyefjord call at Jelsnæs at the entrance to the Aalfotfjord, pass the fine \*Waterfall of the Øxendalselv on the right, and then cross the Hyefjord, calling at Hestenæs. The Hyefjord, at the entrance to which rise two imposing mountains, the Skjæringen on the W. and the Eikenæshest on the E., each about 4000 ft. in height, deserves a





visit. At its head is the station of Stremme (\*Inn). The extensive snow-fields and glaciers on both sides of the fjord have hitherto been almostly entirely unexplored.

The steamer then traverses the Gloppenfjord to Sandene, charmingly situated at its head, whence a road leads past the Eidsfos to

Vasenden on the Bredheimsvand (p. 180).

The steamer now returns to the main fjord, calling at Rysfjæren, Utviken (p. 181), Indviken (p. 181), Faleide (p. 181), Olderen (p. 190), and sometimes Loen (p. 189) and Visnæs (p. 187).

The coasting steamers traverse the strait between the island of Vaags a and the mainland, touching at Osmundvaag. They then pass the islands of Barm a and Seljea, the latter of which contains the ruins of a Monastery of St. Alban (12th cent.) and the shrine of Sunniva, an Irish saint, and afterwards the patroness of Bergen. Opposite the Seljea lies Selje, with the church of Hove, on the S.W. bank of the peninsula of Stadtland, a lofty plateau 17 Engl. M. long and  $2^{1}/_{2}$ -8 M. broad, stretching out into the sea in the form of a hand and forearm. The peninsula terminates in the promontory Stadt, well known for the tremendous storms by which it is visited. The natives declare that the breakers here are sometimes 20 fathoms in height. A tunnel for the steamers has been projected through the Mandseid, the narrow isthmus connecting the peninsula of Stadtland with the mainland.

A visit to the Statiand takes 10-12 hrs. Provisions must be taken with the party, and 'forbud' must be sent on to Drage if driving or riding is contemplated. From Selje we row along the precipitous rocky bank in 1-11/2 hr. to Drage (poor quarters), above which rise the Skrælna (1400 ft.) on the E. and the Vetenakken on the W. From Drage a road leads E. to the chapel of Lekanger and then to the N.W. through the Morkedal. passing the Dalsbovand to (15 Kil.) Ervik, a poor 'Sand', exposed to all the violence of the ocean, with inhabitants who support themselves on milk and fish. From Ervik we may ascend (with guide) the 'Kjærringen (1680 ft.), which commands an admirable view of the ocean, the Statiland, the islands as far as Aalesund, and the Søndmøre Alps to the S. An easier path diverges to the right about 20 min. from Ervik and ascends through a small valley. — Those who do not wish to return to Selje may proceed from the Kjærringen to the E., through the Aareviksdal and along the S. slope of the Store Varden, to (11/2-2 hrs.) Ellevik, and row thence, enjoying a fine view of the Revikhorn (1410 ft.), to the Haugsholm (see p. 168). Visitors to the Stadtland approaching from the N. disembark at the Haugsholm and make the tour in the reverse direction.

Beyond the promontory of Stadt the larger steamers cross the Vanelvsgab and pass the Sandø, containing the famous Dolstens Cavern, about 200 ft. above the sea, the recesses of which have been only partly explored. They then skirt the W. sides of the large islands of Gurskø and Hadreidland, touch at Herø, and soon reach Aalesund (see below).

Those who travel by a coasting steamer may avoid the tempestuous passage round the Stadtland by making the following tour. Landing at Selje we row thence through the Moldefjord to (1 hr.) Gaarden Eide, whence a good but rather steep bridle-track crosses the Mandseid (820 ft.; p. 167) to Enerhang, situated on the Kjødepollen, the innermost branch of the Vanelysfjord. Then we proceed by boat in 1½ hr. to —

Aahjem, at the S.W. end of the Vanelvsfjord, and the terminus of the Aalesund and Volden steamers (plying twice weekly). Near Aahjem are the church and parsonage of Vanelven. — From Aahjem to Bruggen on the Nordfjord, see p. 166.

After leaving Aahjem the Volden steamer calls at Sandvik on the Stadtland (whence a footpath leads to Selje, p. 167; 2 hrs.), the island of Haugsholm (route to Eltevik, see p. 167), Eidsaa on the Søvdefjord (see below), and several other unimportant stations. It then traverses the Røvdefjord and the Voldenfjord and reaches Volden (see below) in 5-6 hrs.

The following is a pleasant excursion of two days, beginning at Aahjem and ending at Volden. (The traveller is recommended to take with him some tea or coffee essence and other portable provisions.) We first drive up the Almklovdal for 8 Kil. (5 Engl. M.). At a point 3 Kil. before reaching Almklov we leave the carriage in order to ascend (with guide) the hill above the Storlivatn, which commands an admirable view of the Søvdefjord. We then descend, passing the Kilsbrekkevatn, to (2 hrs.) Øver-Berg, the highest gaard in the Sørdal, about 800 ft. above the sea-level. Thence the steep road descends in 3/4 hr. to Neder-Berg and the Sordalsgaarde on the Sordalsvatn, where a carriage can be hired to continue the journey. In about 1/2 hr. we reach Vik and the church of Søvde, on the Sevdefiord, the E. bank of which is extremely precipitous and picturesque, while the W. bank is flat and studded with pleasant gaards. Among these is Eidsaa, a station of the Aalesund and Volden steamboats (see above).

From Vik we may drive in the same carriage up the Norddal, passing the waterfall of Sarpen, to Tverberg, the highest gaard in the valley. Thence we proceed on foot, with the aid of a guide, skirting a brook and several small lakes and at last ascending somewhat rapidly to a sæter above the Dalsfjord, commanding a magnificent view. We then descend by a well-marked sæter-track to Indselsæt, 3 hrs. from Tverberg, where we procure good accommodation for the night. The Dalsfjord (not to be confounded with the fjord mentioned at p. 165), an arm of the Voldenfjord, is about 17 Kil. (10½ Engl. M.) in length and is enclosed on both sides by mountains 3000-4000 ft. high. At the S. end of it, 5 Engl. M. from Indselsæt, lies Stensvik.

On the second day we row in 1/2 hr. to Dale, and then (with zuide) ascend through the Dalsdal and descend through the Laurdal to Birkedal (see below). The traveller is recommended to

combine with this route an ascent of the Felden (3855 ft., 4 hrs. from Dale), which commands a survey of almost the whole Søndmøre, the Stadtland, and a large part of the Nordfjord with the Gjegnalundsbræ and Aalfotebræ on its S. side. The Jostedalsbræ forms a conspicuous feature in this prospect. Towards the E. the Felden terminates in a huge 'botn', or mountain-basin, above which rise the imposing Torene (Store Toren 4050 ft., Lille Toren 3880 ft.).— The descent from the Felden to the Laurdal is not to be attempted without a guide. In 4-5 hrs. we reach Søndre Birkedal, whence a path leads to the S. vià Smørdal to Nøstdal on the Eidsfjord (p. 166), while a road (carriage not obtained without waiting for about 3 hrs.) leads to the N. to Kile and (8 Kil.) Følsvik on the Kilefjord, the latter of which is called at by the Aalesund steamers once weekly. We may also reach Volden by small boat in 2-2½ hrs.

Volden (near the \*Rødsæt Station), situated in a fertile district on the N.E. bank of the picturesque Voldenfjord, is a good centre for several interesting excursions. The chief of these are those to Aahjem and the Stadtland, see above; vià Ørstenvik and Brautesæt to Sæbo on the Jørundfjord, see p. 172; across the Austefjord to Førde and by carriage to Kaldvatn (p. 173), and thence to the

Jørundfjord (p. 173) or the Hornindalsvand (p. 182).

Leaving Volden, the steamer passes the entrance of the Grstenfjord, traverses the Vartdalsfjord and the Bredsund, and stops at — 42 S.M. Aalesund (Hôtel Skandinavie, S., R., and B. 5 kr.; Schielderop's Hotel), a thriving commercial town with 5800 inhab. founded in 1824, and picturesquely situated, partly on the mainland, and partly on islands which protect its harbour. The neighbouring fishings of Storeggen, to the W., are in great repute, even attracting fishermen from Sweden. The town forms the capital of the Storfjord, the numerous arms of which all unite here, and is also the great mart of the torsk fishery. The fish are caught, to the number of 5-6,000,000 annually, in large and coarse nets, about 7 ft. in width, with green glass buoys attached to them. A breakwater affords additional protection to the harbour. The principal part of the town lies on the Værø, and the church is in Helvigen. The Godo and the Valdero are each provided with a lighthouse. The Aalesundsaxel, a hill surmounted with a vane ('Floie'), commands a good survey of the town, with the Langfield to the S.E. The well-constructed reservoirs which supply the town with water are situated here. - A walk may be taken to the E. to the church of Borgund (which of course must not be confounded with Borgund in the Lærdal, p. 94). - Farther distant, to the S., is the old castle of Hrolf Gangr, the ancient conqueror of Normandy. - A good road leads from Aalesund to Vestnæs on the Romsdalsfjord via Sigholt (comp. p. 186). To the Jorundfjord and Hellesylt, see R. 20.

The large steamer runs from Aalesund to Molde in 4-5 brs.,

without stopping. The small local coasting steamers touch at  $\theta$ stnæs (on the Harhamsø), Hildre, Drønen (on the Hiefjord), and Gjelsten (on the Tomrefjord), and reach Molde in  $5^{1/2}$ -6 hrs.

51 S.M. Molde, see p. 192.

Beyond Molde the steamer at first steers towards the W., then turns to the N. and enters the Julsund. The islands of Otters and Gorsen are passed on the left, the Julaxlen (1810 ft.), and later the wedge-shaped Gjendemsfjeld (2080 ft.) on the right. The first station is Bud, which is also connected with Molde by a local steamboat and by a good road. On the left lies the island of Ona. also a steamboat-station, with a signal-light. The promontory of Stemshesten (2550 ft.) now comes into sight, beyond the Bodfield. and a little later we see the lofty Tustere (p. 171), to the N. of Christiansund. The Stemshesten forms the S. boundary of the Nordmøre as the Stadtland forms that of the Søndmøre. The sea here is as rough as at the Stadt. The steamer now emerges from the island-belt and passes the Hustadvik, at the head of which lies the village and church of that name. We then pass the small Fuglen ('Bird Island'), with a signal, on the left, and on the right observe several gaards at the base of Stemshesten (Stemme, Hangs, etc.). which have regular steamboat-communication with Christiansund (see below). Fine view of the snow-mountains of the Romsdal. The steamer next passes the signal-stations of Hvidholmsfyr and Hestskjærsfyr (white building), and then steers between the Kirkeland and the Inland to ---

58 S.M. Christiansund (Mollerop's Hotel, in the Store Gade, middling; Godstad's), an important trading town with 12,000 inhab., the staple commodity of which is fish, picturesquely situated on four small rocky islands, in the midst of which lies the harbour: These islands are Kirkelandet, to the S.W., with an old and a new church and the hotels: Inlandet to the E.: Nordlandet to the N., with a church and some fine woods; and Godmadslandet or Skorpa to the W., with the drying-places for the 'klipfisk'. Small steamboats ply between the different islands. From the harbour we ascend the street to the right, and then visit the New Church, which is surrounded with pretty promenades, commanding a fine view of the mountains to the S.E. We then return to the harbour via the Old Church. The Vagttaarn also commands an extensive view. — In the sea, opposite Christiansund and about 12 Engl. M. distant lie the small islands or 'fiskevær' of Grip, with a population of 200 fishermen and a chapel. A little farther out is the little archipelago of Gruptarran.

The KLIPFISK, or dried cod, the preparation of and trade in which form the principal industry of Christiansund, is mostly exported to Spain, where it is known as Bacallao Seco (from Lat. baculus, a stick). It is always packed in 'Vogers', each weighing nearly 40lbs. Some of the principal firms carry on so extensive a business that they keep several large steamers merely to convey the fish to Spain. The Christiansund merchants

often possess enormous wealth, and many of the beautiful villas on the

sheltered Fanestrand, near Molde (p. 195), belong to them.

Christiansund affords opportunity for several pleasant excursions in the fjords, which here stretch far into the mainland. Perhaps the finest of these is the Sundalsfjord, at the head of which lies Sundalsoren (p. 204), whither steamers ply from Christiansund twice weekly. The intermediate stations are Stensvig, Gulseth, Gimnæs, Strand-Battenfjordsøren (comp. p. 200), Gre, Torvig, Ødegaard-Strømsnæs, Hoem, Gjul, Kokvik-Thingvold (p. 201), Angvik (p. 201), Eidsøren (p. 197), Fjøseide, Jordal, Øksendaten, and Opdøl. The voyage takes 8 hrs.

Another line of steamers plies from Christiansund twice weekly to (7 hrs.) Surendalsoren at the head of the Halsefjord, whence a high-road leads to Ørkedal and Throndhjem (see p. 201). The steamer returns from Surendalsøren on the following morning, thus allowing ample time for a visit to the \*Lilledal, a wild and grand mountain ravine, enclosed by precipitous rocky walls like those of the Eikisdal (p. 198). The ravine, which is 7 Engl. M. in length, is traversed by a carriage-road.

A third line of steamers plies twice a week to the (4 hrs.) Vinjefjord,

returning the same day.

A fourth steamer traverses the Kvernæsfjord to Eide on the Isingvaag, whence we may drive to the Fanestrand and Molde (slow stations; see p. 195). The steamer then turns to the N.W. and calls at Kornstad,

Vevang, and Kornvog on Stemhesten (p. 170; in all 4 hrs.).

The course of the steamer beyond Christiansund is on the whole well protected by islands. To the W. lies the small island of Grip, to the N. of which is Gripshølen, affording an unimpeded view of the open sea. To the right are the lofty islands of Tustere and Stabben, between which are seen the distant snow-mountains of the Sundal and the Eikisdal Farther on Ædø, with a steamboat-station, and the low but extensive Smolen are passed on the left. The scenery now becomes monotonous. To the N. of Smølen is the Ramfjord, which separates it from the large island of Hitteren, with the station of Havnen. The only other station which the large steamers visit is Beian, at the entrance to the Throndhjem Fjord. The scenery improves as we approach our destination.

80 M. Throndhjem, see p. 210.

## 20. From Aalesund to Hellesylt (Molde) by Orstenvik and Oie.

116 Kil. (72 Engl. M.). This route takes two days. From Aalesund to Orsteneik, 45 Kil. (28 M.), steamboat twice weekly or oftener in 31/2 hrs. (going on to Volden and Aahjem. pp. 168, 169). From Orstenvik to Savba, 25 Kil. (151/2 M.), drive (quarters for the night at Rise, near Sæbø). From Sæbø to Oie, 10 Kil. (6 M.), row. From Oie to Hellesytt, 31 Kil. (191/2 M.), ride to Haugen and drive the rest of the way. Sie is a slow, but Haugen a fast station. Side-saddles may be obtained at either. -A steamer plies from Aalesund to Hellesylt direct twice weekly.

This beautiful route, part of which is by water and part by land, traverses the district of Sondmore. If the traveller, after arriving by this route at Hellesylt, proceeds to visit the Geiranger Fjord (p. 183) and ascends from Mæraak to Stavbrækkene (p. 164), he will then have seen some of the grandest and most interesting scenery in the whole of Norway. The district of Søndmøre, with its fjords and snow-mountains, comprises all the characteristic features of the country, the picturesque, the sublime, and the severe, while the inhabitants ('Moringer'). many of whom are prosperous and wealthy, are still noted for their primitive honesty and simplicity.

- On the route from Ørstenvik to the Nebbedal there are as yet no 'fast' stations, so that the traveller must either send 'Forbud', or run the risk of waiting several hours for horses at the end of each stage. If possible, therefore, horses should be engaged for the whole journey from Ørstenvik to Sæbø (or Rise), without stopping at Brautesæt, the intermediate station. A supply of provisions for the journey should be procured at

Orstenvik. The only tolerable quarters for the night are at Rise.

Strom's 'Søndmøres Beskrivelse' (1762-66), a copy of which the stationmaster at Brautesæt possesses, though an old work, is recommended to the notice of the traveller as containing the best existing description of this most attractive district. Another interesting work is Peder Fylling's

Folksagn fra Søndmøre' (2 vols.; Aalesund, 1874-77).

Aalesund, see p. 169. The steamer first steers across the exposed Bredsund. To the N.W. lies the Valders, to the W. the Gods. and to the E. the Hese with the pointed Sukkertop ('sugar-loaf'). It then traverses the Brandalsfjord to the Hadreidland, with the Hadreid-Kirke, an island with mountains nearly 4000 ft, in height. and then crosses to Sore Vartdal, on the Vartdalsfjord. Grand mountain scenery. Numerous ancient coast-levels and terraces of detritus, interesting to geologists, are observed. Comp. the Map, p. 166.

We next pass the Liadalshorn, rising on the mainland to the E., and enter the Orstenfjord, at the head of which we stop at the station of Ørstenvik (\*Svendsen's Inn), magnificently situated at the base of the Saudehorn (4320 ft.), and affording a view of the picturesque mountains farther inland. Ørstenvik (like Volden, p. 169) is recommended as headquarters for excursions in the neighbourhood. The valleys are clothed with rich vegetation.

From Ørstenvik we now drive through the beautiful Ørstendal or Aamdal, passing the church of Orsten, and traversing a smiling district commanded by a noble background of mountains. Gaarden Aam, at the entrance to the Follestaddal.

A road diverges here to the left and ascends the Follestaddal to Kjolaas (14 Kil. from Ørstenvik), whence a bridle-path leads to (8 Kil) Standal on the Jørundfjord. Boat hence to Sæbø (8 Kil), see below.

Our road to Sæbø next ascends an ancient moraine. To the S. towers the majestic Snetind.

9 Kil. Brautesæt (primitive station). We next pass the schoolhouse, and then, on the right, the Vatnevand. The road gradually ascends to a height of 900 ft., passing the entrance to the Bjørdal on the right, through which a path leads to the Austefjord (p. 169). From the top of the hill and on our descent to Sæbø we enjoy a superb \*\*View of the Jørundfjord mountains. The Bonddal, which we now descend, contains several farms. On the left the valley is bounded by the Stokkehorn, the Grotdalstind, the Lilledalshorn, and the Sæboarle; on the right by the Sakshorn (4500 ft.), the Storhorn (4485 ft.), the Lillehorn, and the Lilleskaardalstinder, which somewhat resemble the Trolltinder in the Romsdal (p. 125). On the right, between these mountains, lie the Sledal and Kvistadal.

16 Kil. Rise (a fair station, kept by the Lensmand) is about 10 min. drive from Sæbø, with its new church, situated on the Jerundfjord, This fjord and the Norangsfjord freeze in winter, while the main fjord remains open. As the 'Baadsskydsskaffer' lives about 1 Engl. M. from the station, the traveller should lose no time in ordering a boat with two rowers ('to Mand Rorfolk').

Sæbø forms the best starting-point for a visit to the magnificent \*\*Jorundfiord. which the Norwegians themselves usually consider the finest of all their fjords. From its entrance, about 12 Engl. M. to the S.E. of Aalesund. it extends towards the S.E. to Bjerke, a distance of 25 Engl. M., and is bounded by huge rocky precipices and wild mountain-slopes, above which peep a number of snowclad summits. Here, as in other parts of Søndmøre, the flattened mountains so characteristic of Norway are replaced by bold and picturesquely formed peaks, separated from each other by profound ravines and sharply defined indentations, reminding the traveller of the dolomite mountains in the Tyrol. The fjord, as usual, is really a long, narrow valley filled with water.

At the E. end of the fjord, opposite Standal (p. 172), rises the Molaup. According to tradition, there once dwelt in the 'Trolgjøl Molaup' a giantess ('Gygre'), who was wooed by a giant (Jutul') dwelling in the Raamandsgjøl to the S. of Sæbø. One day she paid him a visit by boat, but found him in so weakly a condition that she spat at him in disgust and thus converted him into stone. On her way back she was overtaken by a storm, and sprang out of the boat between the gaards of Næs and Molaup with such violence that her foot-print ('Gygrefetet') is still to be seen on the spot. With her other foot she pushed off the boat so vigorously that it dashed across the fjord, made a deep indentation in the mountain by Gaarden Stavsæt, and then sank. It still lies there in the form of the Stavsætfu, a rock where the best fishing in the fjord is obtained.

Above Sæbø and the Norangsfjord the Jørundfjord becomes narrower

Above Swip and the Norangstjord the Jørundtjord becomes narrower and wilder, being a huge ravine bounded by almost perpendicular mountains nearly 5000 ft. in height. From Bjerke at the S. end (12 Kil. from Sæbø; Inn), which lies several hundred feet above the fjord, the traveller may pay a visit to the Tyssefos, and drive viâ Rørstad and Rueid to Kaldvatn, and thence over the Kviven to Hornindal (p. 182). An interesting trip by boat may also be taken to the Raamandsgjøl with the Raamandsgjøl with the S. of Hundrickerst.

mand rising to the S. of Hustadsnæset.

At Sæbø the Jørundfjord is about 2 Engl. M. in breadth. Opposite Sæbø on the W. bank, lies Gaarden Skor, with a pretty waterfall. A little to the S., at Gaarden Leknæs, is the entrance to the \*Norangsfjord, the only branch of the Jørundfjord. A scene from this fjord by Frich is one of the pictures with which Oscarshall is embellished (p. 11). On the right side of the Norangsfjord rise the Stolbjerg (4490 ft.) and the Jagta (5240 ft.), on the left the Leknæsnakken and Slogen, and at the head of the fjord lies a glacier. The Norangsfjord resembles a large and sequestered Alpine lake. On the right, at the base of the lofty and menacing Stolbjerg, is Stennæs, with its two gaards. Farther on is the Elgenaafos.

10 Kil. Øie, at the head of the Norangsfjord, is a poor station. There are two gaards at Die, one to the left, belonging to four different families, and another to the right, with eight proprietors, all of whom gain their livelihood by cattle-breeding. Some of the interesting houses have the old-fashioned Ljor, or aperture for smoke in the roof. To facilitate the carrying of pails the peasantry

here use a 'Hisse', or leathern strap over the shoulders, with a transverse piece of wood across the chest, from which the pails ('Dailj') are suspended.

A road now leads inland to the Stavberg-Satre (see below), beyond which there is a bridle-path only. It is, therefore, usual to ride from Oie all the way. Saddles have been provided by the Turist-forening for the use of travellers. If 'Forbud' has not been sent to Oie, travellers must be prepared to wait several hours for horses, as in summer the men and horses are engaged in the fields, while the women are often in the pastures with their cattle, leaving their children at home alone. The traveller is often expected to fasten his own baggage to the 'Hest'; and as a diminutive urchin of ten years is often the only attendant, the hirer will generally prefer to walk and allow the child to ride.

Leaving  $\mathcal{O}$ ie, we ascend the strikingly wild and picturesque \*Norangsdal, which forms the prolongation of the fjord. The road ascends gradually to an upper plateau of the valley with a series of lakes, immediately beyond which the Nebbedal descends to the E., the highest ground between the two valleys being about 940 ft. above the sea-level (comp. p. 132). A little way from  $\mathcal{O}$ ie the road crosses a 'Bælte', or rising neck of land, and enters a broad basin, containing the hamlet of Skylstad, from whose inhabitants the sun is shut out during the greater part of the year.

A fatiguing path leads hence across Skylstadbrekken (2575 ft.), between Slogen and Smorskredfjeldet, to the N.E. to Stranden on the Sunely (p. 185), and thence to the N.W., via Gaarden Brunstad to Aure in Søkelven

(p. 186). Imposing scenery.

The valley is bounded on the S. by the Konnehorn (4200 ft.). the Nonshorn, and the Middagshorn (4450 ft.), and on the N. by the Smorskredfield, culminating in the Skruven (5285 ft.). The road now quits the inhabited part of the valley and ascends through a stony wilderness (Ur), under which several mountain-torrents disappear. The Norangsdalselv is crossed twice. By the second bridge the scenery is singularly impressive. The mountains rise perpendicularly from the valley, and avalanches which have descended from them cover the river at places, forming bridges of snow. Above us rises the precipitous Staven (4960 ft.), under the shade of whose rocks the cattle seek refuge from the midday heat. Farther on, the valley suddenly expands, and we reach the Stavbergsvand, which we pass on the N. side. At its E. end are three sæters (Stavberg-Sætre), where cream may be obtained (Romme, 'cream'; Kolle, the round wooden vessels in which the milk is kept). This lake is the first of a series of five, situated one above the other, which the road passes. The Uravand, the Hiuvvand, and the Hielstrevand are the following lakes. The road terminates at the sæters, and the bridle-path now skirts the hill to the S., while the river is often lost to view among the rocks and ceases even to be audible. The last lake but one loses most of its water in dry seasons, when it is reduced to a single pool near its outlet.

14 Kil. +Fibelstad - Hougen (poor quarters, civil people), a gaard 1210 ft. above the sea, lies in the upper part of the \*Nebbedal, which is traversed by a good road. The station is surrounded by most imposing mountains. To the S. rise the Moraftasnibba ('asternoon peak'; Merafta being a form of Midaften), the Istenibba (iste, or veste, 'small'), and the huge Kvitegg ('white ridge'; 5590 ft.). To the N. is the Fibelstadnibben, with its abrupt wall of rock, and to the W., beyond the Skar, towers the Smerskredfjeld. From the Kvitegg descend several glaciers, the birchwoods below which are still infested with bears.

Leaving Fibelstad-Hougen, so called to distinguish it from Indre Hougen on the road to Grodaas (p. 182), we observe to the left, beyond the Fibelstadnibben, the Sætredal and Tryggestad-Nakken, and to the right the Blaafjeld. The Nebbedal, with its pastures sprinkled with birches, presents a pleasant appearance in summer, but is described by Magdalene Thoresen in her village-tales as a most dismal and dangerous place in winter and spring, when avalanches are frequently precipitated into it. About 6 Kil. from Hougen we reach Tryggestad on the Hornindal and Hellesylt road, whence a retrospective view is obtained of the double-peaked Fibelstadnibben. From this point a good road descends to (11 Kil.) Hellesylt (see p. 183).

From Hellesvlt to Molde, see R. 21.

## 21. Overland Route from Bergen to Aalesund and

The 'overland route' from Bergen to Molde (or to Aalesund), a considerable part of which, however, is by water, is far preferable to the direct steamboat-voyage. It passes some of the grandest and wildest glacier and fjord scenery in Norway, all of which lies so near the road that it is easily surveyed from the traveller's Stolkjærre or boat. Until recently the roads were so bad and the stations so miserable that this magnificent region was comparatively unknown, but the facilities for traversing it are

region was comparatively unknown, but the facilities for traversing it are now so improved that the journey presents no difficulty or privation worthy of mention, and is frequently undertaken by ladies.

360 Kil. (221 Engl. M.). Steamboat from Bergen to Vadheim (141 Kil. or 87 Engl. M.). 2-4 times weekly in 7-10 hrs. (fares 7 kr. 60, 4 kr. 25 ø.). — Road from Vadheim to Førde i Bredheim, 40 Kil. (25 M.). — Boat from Førde to Red, 13 Kil. or 8 M. (a row of 2½ hrs.). — Road from Red to Utviken, 17 Kil. (10½ M.), from Moldestad over a very steep and high hill, which is best surmounted on foot. — Boat from Utviken to Faleide, 12 Kil. or 7½ M. (a row of 2 hrs.). — Road from Faleide to Hellesylt, 45 Kil. (28 M.). — Steamboat from Hellesylt twice weekly to Sjøholt (51 Kil. or 31½ M.) in 6¾ hrs. — Road from Sjøholt to Vestnæs, 27 Kil. (17 M.). — Steamboat from Vestnæs to Molde (12 Kil. or 7½ M.) twice weekly (or by small boat in 2 hrs.). by small boat in 2 hrs.).

As the scenery between Vadheim and Forde on the Førdefjord is of little interest, while the Dalsfjord and the Førdefjord are well worth seeing, the traveller may prefer, if the Søndfjord steamboat suits, to travel by it as far as Sveen on the Dalsfjord (13 hrs.), or to Førde on the Førdefjord (22 hrs.), and begin his overland journey from one of these points. The Søndfjord steamer usually leaves Bergen on Wednesdays at midnight. — The distance from Sveen (slow station) to Førde by road.

viâ Langeland, is 22 Kil. only.

Travellers by this route from Bergen to Molde should bear in mind that most of the stations are 'slow', and that many of them afford neither food nor quarters for the night. It is therefore essential to the success of the journey that a plan should be carefully laid down beforehand. and that Forbud should be sent to those of the stations where detentions would otherwise occur. It need hardly be said that a week or a fortnight might very pleasantly be devoted to this route and the excursions which may be made from it, but 4-5 days only are allowed for it by most travellers. In the reverse direction passengers by Tuesday's steamer from Aalesund or Sjøholt pass the night at Hellesylt, take the steamer early next morning to Mæraak, and order a small boat to await their return at the mouth of the Geiranger Fjord about 7.30 a.m., thus regaining Hellesylt about 9 o'clock. Passengers by Saturday's steamer from Aalesund or Sigholt are conveyed into the Geiranger Fjord the same evening, spend the night at Mæraak, and take the steamer on Sunday morning to Hellesylt. - Those who can devote 10-12 days or more to this route should make Faleide, Visnæs, or Oldøren their headquarters for the magnificent mountain-excursions mentioned below, and Hellesylt their starting-point for a visit to the Norangsfjord (see R. 20) and the mountain-pass at the head of the Geiranger Fjord. The tour thus extended will then embrace far more of Norway's sublimest scenery than could be seen in any other part of the country in the same time.

PLAN OF EXCURSION. This route may easily be accomplished by a good walker in five or six days, if he so times his departure from Bergen as to catch the steamer from Hellesylt to Mæraak. The following outlines may be useful for ordinary travellers with luggage, and especially if ladies are of the party, but they may be modified at pleasure, and they are of course dependent on the steamboat time-tables, with reference to

which they are framed. Comp. Communicationer.

Five Days (via Vadheim). Îst. On Saturday from Bergen by steamer to Vadheim, and drive to Nedre-Vasenden. 2nd. Sunday at Nedre-Vasenden. (Or on Saturday to Sande only, and on Sunday to Nedre-Vasenden.) 3rd. On Monday to Utviken. 4th. On Tuesday to Hellesylt. 5th. On Wednesday by steamer to Sjøholt, drive to Vestnæs, and cross by boat to Molde (or by steamer from Hellesylt to Aalesund). — Or we may proceed by steamer from Hellesylt through the picturesque Norangsfjord and Jørundfjord to Sæbø, drive thence to Ørstenvik, and again by steamer to Aalesund. Comp. R. 20.

Seven Days (via Vadheim). 1st. On Monday morning by steamer from Bergen to Vadheim, and drive to Sande. 2nd. On Tuesday to Nedre-Vasenden. 3rd. On Wednesday to Utviken. 4th. On Thursday to Grodaas. 5th. On Friday to Hellesylt. 6th. On Saturday to Maraak. 7th. On Sunday

to Aalesund or Molde. (Or spend Sunday at Sjøholt).

Four Days (via Sveen on the Dalsfjord). 1st. On Wednesday at midnight from Bergen to Sveen, and drive on Thursday to Nedre-Vasenden. 2nd. On Friday to Faleide. 3rd. On Saturday to Hellesylt and Mæraak. 4th. On Sunday to Aalesund or Molde. (Or spend Sunday at Sjøholt, as above.) — Or: — On Wednesday night by the same steamer to Førde on the Førdefjord. 2nd. To Utviken. 3rd. To Mæraak. 4th. To Aalesund or Molde.

[In the reverse direction: 1. On Thursday from Molde to Sjøholl. 2. On Friday to Hellesyll. 3. On Saturday visit Geiranger Fjord (p. 183) by steamer; return part of the way by rowing-boat to Hellesylt, and proceed to Utviken.

4. On Sunday to Nedre-Vasenden. 5. On Monday to Sande. 6. On Tuesday by steamer to Vadheim and thence by the evening steamer to Bergen or Lardalsøren. — Or: — 1. On Monday to Sjøholt. 2. On Tuesday to Hellesylt. 3. On Wednesday to Maraak, Hellesylt, and Utviken. 4. On Thursday to Førde. 5. On Friday to Vadheim and thence by steamer to Bergen.]

As the only fast stations on this route between Vadheim and Faleide are Forde on the Fordefjord (p. 178), and Forde on the Bredheimsvand

(p. 180), the traveller should send Forbud (p. xxi) to all the slow stations where detentions would otherwise occur. This may be done by post-cards addressed to each 'Skydsskaffer', stating the day and hour of the traveller's expected arrival and the number of horses desired. Meals may also be ordered beforehand in this manner. For the first day's journey from Bergen (or Molde) Forbud should be sent two days in advance, but for the other days it is enough to send it on the evening before. Horses should also be ordered at once for the next morning at the station where should also be ordered at once for the next morning at the station where the night is passed. The stations between Falcide and Hellesylt are all fast, but Hellesylt (p. 183) itself is slow. Between Hellesylt and Molde the only fast stations are Sjøholt and Ellingsgaard (p. 186). Carriages, however, can usually be obtained without delay at Hellesylt, Vestnæs, and other steamboat-stations. — Tariff for 'skyds', see pp. xxii, xxiii.

The only good INNS are at Vadheim, Sande, Førde on the Førdefjord, Vestnæs, Utwiker, Falcide, Cardage, Hellesylt, Manual, and Sigholf.

Nedre-Vasenden, Utviken, Faleide, Grodaas, Hellesylt, Maraak, and Sjeholt.

Tolerable quarters at *Red* (p. 180).

The best descriptions of the scenery on this fine route are given in Finn's Turistbref från en Resa i Norge Sommaren 1875 (Stockholm, 1876), Daae's Norske Bygdesagn (Christiania, 1872), Peder Fylling's Folksagn (see p. 172), and Magdalene Thoresen's Billeder fra Vestkysten af Norge (Copenhagen, 1872).

The steamboat voyage from Bergen to Vadheim takes 7-10 hrs.;

see pp. 112, 111.

Vadheim (slow station; \*Inn, by the pier, unpretending) is prettily situated at the head of a northern bay of the Sognefjord (see p. 111). To the W. is a waterfall with a manufactory, above which rises the Noreviksheia. Comp. the Map, p. 96.

Between Vadheim and the Nordfjord the road skirts the W. side of the imposing mountains which are covered by the immense Jostedalsbræ (p. 102), the largest glacier in Norway, whence a number of offshoots descend to the vicinity of dark green fjords and lakes. — On leaving Vadheim we at first gradually ascend the Vadheimsdal, which is enclosed by walls of rock 1500-2000 ft. in height. The road threads its way between the river and the cliffs, often passing over large fields of debris (Ur). The first gaard, situated on the left, is the Ytre Dalm, which is somewhat exposed to danger from avalanches. The sun is visible here in winter only for a very short time. The road next ascends between the Dreggebonip on the right and the Fagersletnip on the left. On a rocky height to the left lie the gaards of Dreggebo, beyond which the road returns to the left bank of the river. It then skirts the dark Yxlandvand (430 ft.), and crosses to the W. side of the valley. To the E., on the top of a rocky hill, lies the hamlet of Yxland. We then proceed along the Upper Yxlandvand and reach the culminating point of the road near the gaards of Aaberge (512 ft.), situated to the right, on the bank of a small lake in a basin surrounded by mountains. To the N. rises the Kvamshest (p. 178). The rest of the route through the wooded Aabergedal is monotonous. Passing Gaarden Lofald on the right and the parsonage of that name on the left, we cross the Gula or Holmedalselv, and reach —

15 Kil. Sande (\*Sivertsen's Inn, comfortable), in the Indre Holmedal, with a church and several gaards. To the S. rises the Dreggebonip (see above), adjoining which are the Høgehøi (2850 ft.) and the Stensætfjeld (2470 ft.). To the N.W. towers the majestic Kvandalsfjeld (3325 ft.).

A pleasant Walk may be taken from Sande to (6 Kil.) Horsevik, on the Viksvand (525 ft.), which affords tolerable fishing. On an island near the N. bank is the church of Hæstad. To the left rises the Kvandalsfjeld.

Horsevik lies about 10 Kil. (6 Engl. M.) from Vik, at the N.E. end of the lake, whither we may proceed by boat. From Vik a road leads through the Haukedal to (8 Kil.) Mostadhaug on the Haukedalsvand, whence we row to Revvik, situated on the W. bank, 3-4 Kil. to the N. A cart-track leads hence to Holsen and along the Holsenvand to (16 Kil.) Mo (p. 179). This route is more interesting and picturesque than the one described below, but is recommended to active walkers only.

On the Viksvand, nearly opposite Vik (see above), at the entrance of the *Eldal*, lies *Eldalsosen*, whence a route leads through the valley to

Hof, Mjell, and Sværen (see p. 111).

Unless the traveller has ordered horses by Forbud, he should arrange with the driver at Sande to go on with the same horses all the way to Førde. Otherwise he will probably undergo a detention of several hours at Langeland. Travellers in the opposite direction are generally permitted by the station-master at Førde to go on without change of horses, especially when there is only one passenger in a carriole.

On leaving Sande the road passes the church on the left, and ascends rapidly to the right to Gaarden Tunvald at the base of the Tunvaldfjeld. Fine retrospect. The hilly road then passes the Lundsgrønen on the right and reaches a height commanding a view of the Dalsfjord ('Søndfjord') mountains (p. 165; in the distance the Løkelandshest, nearer the Kvamshest), and of the smiling basin of Lundebygd at our feet. Beyond this basin we reach Gaarden Skilbred, on the moorland banks of the Skilbredsvand, whence we enjoy an unimpeded view of the Kvamshest (p. 165) and Lillehest (2985 ft.), with the snow-field between them. In clear weather these mountains are reflected in the lake. We then pass several pleasant gaards, and reach—

11 Kil. (pay for 14) Langeland (where little is to be had except beer), situated at the S. end of a lake about 4 Kil. in length, the hilly W. bank of which our road traverses, while the road to Sveen (p. 165) descends to the left. Our road passes the sæters of Espeland and Hafstad, at the N. end of the lake, and reaches its highest point (about 1150 ft.), commanding a fine view of the valley of Førde and the imposing mountains at the head of the Angedal (to the N.). Only a small triangular portion of the Førdefjord is visible. The hilly road next descends past the sæters of Preste and Halbrand, skirts the Sotheimsheia on the left, passes the Halbrandsfos on the right, and reaches—

11 Kil. †Forde or Hafstad (\*Inn), situated 1 Engl. M. from the head of the Fordefjord (steamers on the fjord, see p. 156). On the opposite side of the Jolsterelv, which is here crossed by a large bridge, are the Telegraph Office and the Church, the latter situated

on an ancient moraine. To the N. rises the Fordenip (2795 ft.), to the E. the Viefjeld (2210 ft.) and the mountains round the Holsenvand, and to the S.W. the Solheimsheia (1285 ft.). A pleasant walk may be taken along the Jelsterely to the pier on the fjord, of which little is seen from this point. Another may be taken to the (1/2 hr.) Halbrands fos, on the way to Langeland (see above).

On leaving Forde we obtain a view to the left of the Angedal, at the head of which rise the Sandfjeld (4100 ft.) and the Rupefielde (4190 ft.). Our road traverses the well-cultivated valley of the Joisterely, and passes the Viefjeld on the left. Near the gaards of Bruland, which lies on an alluvial terrace, the stream forms the pretty Brulandsfos. The road then crosses the long Farsundebro. at the end of the clear Movatten, from which the stream issues, and skirts its N. bank. A fine view is enjoyed here of the Sanddatsfjeld to the N.E., the Halvgjærde to the E., and the Ausenfjeld to the S., while in the distance appear several offshoots of the Jostedalsbræ. Beyond the Movatten we pass on the right the agricultural school (Landbrugsskole) of Mo. A few minutes farther on is the fine Huldrefos, in the midst of park-like scenery. After 20 min. drive through a solitary pine-forest we pass on the right the road to Holsen and Haukedal, mentioned at p. 178. The cultivation decreases as the road ascends. At the gaard of Flaata we obtain a fine view of the Jugrafield to the N. and the Sanddalsfield to the S. of the Joistervand, at the W. end of which lies -

19 Kil. Nedre Vasenden (good quarters), the 'lower end of the water'. The traveller should here provide himself with provisions, as nothing else can be obtained before Red. The two following stations are also 'slow', so that it is advisable to take the same horses on to Forde (see below). The journey along the Jolstervand by boat is pleasant but rather long. Before continuing this journey travellers should take a walk across the bridge over the Jølsterelv, which here forms some fine rapids.

The road now runs along the N. bank of the pretty \*Jølstervand (670 ft.), which is about 14 Engl. M. in length from E. to W. On the N. side it is bounded by the Jygrafjeld, and on the S. by the Sanddalsfjeld, the Klana, the Orken, and the Sadeleggen. On the S. side, which is called by the natives the 'Nordside' on account of its facing the N., appear several stretches of the Jostedalsbræ, and at the head of the Kiesnæsfjord, which diverges to the S.E., is the blueish-green Glacier of Lunde, descending from the N. Both banks of the lake are studded with gaards, most of them on the 'Solside'. The lake and the stream flowing out of it contain excellent trout. The road skirts the base of the Jygrafjeld and reaches the gaards of Sviddal, at the mouth of the Bergsdal. It then traverses the fertile Aathusbygd, passing the entrances of the Nedrebodal and Ovrebodal, skirts the Bjørsætfjeld (3310 ft.), and crosses the Aardalselv.

15 Kil. Aardal (poor station; in the house a 'Ljor', p. 173), commanding a fine view of the gaards of Myklebostad. — A little beyond Aardal we pass the new church of Helgheim, whence we have an admirable view of the Kjøsnæsfjord, with the Bjørga (5510 ft.) on the N. and the Søknesandnipa (4970 ft.) on the S.

8 Kil. Ovre Vasenden or Skei, a poor station at the 'upper end of the water'. Travellers in the reverse direction who fail in procuring horses here should proceed by boat instead of on foot.

The road now surmounts a small watershed and then leads to the N. through a broad valley, containing the Foglevand and the Skredvand, the amount of water in which varies considerably. To the E. the Fosheimfos descends from the Bjørga (see above). The scenery becomes really fine when we reach the Bolsætervand, beyond which lie the Stardal and several glaciers of the Jostedalsbræ.

PEDESTRIANS who are willing to forego a visit to the Bredheimsvand may proceed from Skei or Gaard Bolst to the E., through the Stardal, to Aamot, and walk thence (with a guide, 4 kr.) across the Oldenskar (6130 ft.) to Rusteen, at the end of the Oldenvand (p. 191; in all a full and rather fatiguing day's walk).

The beautiful but hilly road now follows the bank of the Storelv and then skirts the small Paulsvand. The Skjorta (4090 ft.) is here conspicuous to the W. To the right, shortly before reaching Førde, we pass the precipitous Kupenaava, the valley below which is strewn with huge blocks of rock.

8 Kil. (pay for 11) †Førde, a poor hamlet, lies near the S. end of the \*Bredheimsvand, or Breumsvand (200 ft.; 900 ft. deep), here called the Førdefjord, a magnificent lake about 10 Engl. M. in length, enclosed by imposing mountains. Comp. the Maps, pp. 96, 166. — The road terminates here, at a lofty old moraine, and we embark in a rowing-boat, in which we skirt the E. bank of the lake. To the left rises the precipitous Skjorta, with the Gamledalsfos, to the right the dizzy heights of the Svenskenipa (4770 ft.). The Myklandsdal is next passed on the left, and the Aardal on the right. To the N., in the background, rises the Duneggen (3650 ft.). Farther on the Skarstenfjeld rises to the left. Beyond this point is the Næsdal, to the left, with several gaards. Shortly before reaching Red we pass the mouth of the Vaatedalselv, and see several offshoots of the Jostedalsbræ at the head of the Bredheimsdal.

12 Kil. Red (tolerable quarters), a hamlet picturesquely situated on the E. bank of the Bredheimsvand, near the church of Bredheim. Horses are frequently engaged here for the whole journey to Utviken, in order to save the trouble of changing again at Moldestad. As the station-master sometimes objects to this, it is advisable to send the order by Forbud. The 'landskyds-station' is on the hill to the left, a little beyond the hamlet; the 'baadskyds-station' is close to Red, at the foot of the hill.

At the N.W. end of the lake, which is unattractive beyond this point, lies Vasenden, whence a road crosses the Eid (255 ft.) to Sandene on the Gloppenfjord (p. 167).

The road to Utviken gradually ascends the N. side of the fertile Bredheimdal, passing several pleasant gaards. Beyond Flote a road on the right diverges to the Bergemsvand.

6 Kil. Moldestad, a group of farms about 500 ft. above the lake, with a fine view of the valley and the Jostedalsbræ. A road to the Sanddalsvand here branches off to the E. - Between Moldestad and Utviken our road crosses a very steep hill, about 2200 ft. in height, and most travellers will prefer walking the greater part of the way (11 Kil.). The pony-carts usually take about 3 hrs. to cross the hill, while a good walker will easily cross it in 2 hrs.; but those who walk should insist on being preceded by the carts and their attendants, who, if left to themselves, are apt to be unconscionably slow. After walking for about 3/4 hr. we obtain a striking view of the whole Bredheimsbygd, the large valleys to the E. and S., and the Bredheimsvand. The most conspicuous mountains are: the Gjetenyken (5825 ft.), with its huge glaciers, towering above the Sanddalsvand to the E.; the Vora and the pointed Eggenibba to the S., between the Sanddalsvand and the Bergemsvand; to the W., the Raadfjeld; to the S.W., the Skarstenfjeld, overshadowing the Bredheimsvand. On reaching the top of the hill we find ourselves in a desolate mountain-plateau (2100ft.), strewn with blocks of rock brought down by the glaciers and with small moorland ponds. The Skarstenfjeld, with its sharply defined outline and large 'botn', is now very conspicuous the S.W. In about 1 hr. we reach the N. margin of the plateau, whence we obtain a beautiful \*View of the Invikfierd, and of the Laudalstinder. Hornindalsrokken (p. 183), and other mountains to the N. The road now descends rapidly, commanding occasional views of the Jostedalsbræ, to (3/4 hr.) —

11 Kil. (pay for 14) Verlo i Utviken (\*Loen's Inn), prettily situated on the Invikfjord. Travellers proceeding to the S. should

take provisions for the journey to Nedre-Vasenden.

A steamboat plies from Utviken to Faleide once weekly in  $1^{1}/_{2}$  hr. If the steamer does not suit we take a rowing-boat (with 2 men,  $2^{1}/_{4}$  kr.). On starting we see the Sløvbergfjeld with several gaards to the left, at the foot of which is the breeding-place of a colony of Skarvers, a kind of gull. In a bay to the right lie the church and hamlet of Indviken. By Indviken opens the wild Præstedal, enclosed by the Skarstenfjeld on the N. and the Størlaugpik (2270 ft.) on the S. We then skirt the promontory of Hildehalsen, and reach —

11 Kil. † Faleide (\*Tenden's Inn, often crowded in summer, English spoken; several good guides here), pleasantly situated on the N. bank of the fjord, and called at once weekly by the Bergen and Nordfjord steamers. Faleide is the best starting-point for excursions to the three glacier-valleys of Olden, Loen, and Stryn (R. 22). Towards the E. the view is bounded by a magnificent

background of mountains: to the left the serrated Aarheimsfjeld (2020 ft.), to the right of which rise the huge Skaalan (6355 ft.) in the distance, and the Auflemfjeld (5090 ft.), somewhat nearer; to the S. is the Algielfield (2780 ft.), overtopped by the Skarstenfield (5385 ft.).

Shorter Excursions may be made to the N. to Gaarden Langesæter (about 820 ft.); to the E., along the bank of the lake, to Gaarden Svarvestad, which is fitted up in an old-sashioned style; by boat to Indriken and thence on foot to the Præstedal (see above); by boat in 1½ hr. to

Rake and thence to the top of the Opheimsfjeld (see p. 188).

If the inn at Faleide is full, the traveller may proceed to Visnæs (Inn), 6 Kil. farther up, and the last steamboat-station; or he may row across the fjord to (14 Kil.) Oldøren (p. 190).

The road from Faleide to Hellesylt at first ascends rapidly to a height of 800 ft. above the sea, commanding fine retrospective views of the fjord and the Skarstenfjeld (p. 181). It then descends through a somewhat uninteresting wooded district, passing the gaards of Langesæter, Flore, and Sindre, to the Kjosbunden, the S.E. arm of the Hornindalsvand. In descending we have frequent views of the Holmefjeld to the W., the Gulekop to the N., etc.

12 Kil. (pay for 17) † Kjos (840 ft.). The next stage, from Kjos to Grodaas, is a very hilly one and is better performed by water.

The Hornindalsvand is the geological prolongation of the Eidsfjord (p. 166), 185 ft. above the level of the sea and 1500 ft. in depth. From Vedvik (p. 166) to Grodaas it is 16 Engl. M. in length. To the N., opposite the mouth of the Kjosbunden, opens the Oterdal, extending between the Snetuen on the left and the Hornsnakken on the right.

6 Kil. (pay for 8) † Grodaas. - Hotels: "Raftevold's Inn, the first house to the left; Navelsaker's Inn, adjacent. The latter is not recommended, as travellers are sometimes detained on the pretext that no horses can be procured. In the event of this happening the traveller should apply to Hr. Raftevold and enter a complaint in the Dagbog or Skydsbog. The Skydsskaffer lives a little beyond the two inns.

Grodaas is charmingly situated at the E. end of the Hornindalsvand, near the church of Hornindal, which we pass in con-

tinuing our journey.

From Hornindal a path crosses the Kviven (2780 ft.) to (4-5 hrs.) the skyds-station Kaldvatn, whence we may drive towards the E. to (20 Kil.) Bjerke on the Jorundfjord (p. 173), or to the W. to Forde on the Auste-fjord, on which a boat may be taken to (18 Kil.) Volden (p. 169).

From Grodaas the road ascends the Hornindal, passing several pleasant gaards, the Denefos, and the entrance to the Hjortdal. Farther up the valley expands and is bounded on both sides by snow-clad mountains. On the right rise the Gulekop, the Seeljesæterhorn (5490 ft.), and the Mulsvorhorn; to the left, the Brækeg and Lilledalseg. Below the Seeljesæterhorn opens the Knudsdal.

8 Kil. (pay for 11) + Indre Hougen (no accommodation). Travellers on their way to the N. do not usually stop at the next station --

6 Kil. + Kjelstadli (1390 ft.), another very poor place, while those proceeding towards the S. change horses at Kjelstadli, but

are not required to change again at Hougen.

From Kjelstadli the "Hornindalsrokken (5010ft.; Rok, 'distaff'), an apparently inaccessible pinnacle of rock, commanding a magnificent view of the Langefjeld to the E. and the Søndmøre mountains to the N., may be ascended in 5-6 hrs. (there and back, 10 hrs.). The traveller drives for 2 hrs. up the Hornindal, ascends by a path through birch-wood, and finally has a steep climb to the top.

Beyond Kjelstadli we enter another grand mountainous region. To the left opens the valley of Kjelstad, with the gaard of the same name and several glaciers; to the right the Rorhusdal. The road descends to Tronstad (1130 ft.), formerly a station, a little to the N. of which, by Tryggestad, opens the Nebbedal (p. 175). The road descends along the left bank of the Sundalselv, the valley of which soon contracts to a profound ravine. To the left opens the Mulskeddal. Splendid view of the Sunelvsfjord and its mountains. The road crosses the stream, passes the church of Sunelven, and reaches—

13 Kil. Hellesylt (\*Jørgen Tryggestad's Inn; the landlord speaks English), with the church of Sunelven, grandly situated at the head of the Sunelvfjord, an arm of the Storfjord. Avalanches (Sneskred) often fall here in winter. Jørgen Tryggestad is the tenant of the Helsetvand, 3½ Engl. M. distant, which affords good fishing.

From Hellesylt a pleasant Excursion of 14 hrs. (there and back) may be made to the Nebbedal and the Norangsfjord (p. 173). We drive to Fibelstad-Hougen (p. 175) in 13/4 hr. and walk or ride thence to Sie (p. 173) in 3-31/2 hrs. From Sie we row as far as the Jørundfjord and then return (21/2-3 hrs.).

Steamboats ply from Hellesylt twice weekly to Mæraak, Sjøholt, and Aalesund. If the steamer does not suit, the traveller should row from Hellesylt to Mæraak, about 12 Engl. M. (in 3-4 hrs.).

About 3 Kil, to the N. of Hellesvlt, on the E. side of the Sunelvfjord, diverges the \*\*Geiranger Fjord, one of the most magnificent fjords in Norway, which should on no account be missed. At the entrance to it are the Nokkenebfjeld (Neb, 'beak'), on the right, and Gaarden Madvik on the left. In winter when the avalanches descend from the Stabbefonn, above the Nokkeneb, the windows at Madvik are frequently broken by the concussion. On the right, farther up the fjord, rises Lysurnæbbet, and on the left is the Langflaafjeld, both upwards of 4000 ft. in height. We next observe the isolated Grauthorn, beyond which the fjord contracts. On the N. (left) side, near Gaarden Knivsflaa, are the graceful Knivsflaafossene or 'Seven Sister Waterfalls', formed by the Knivselv, and falling over a perpendicular cliff into the fiord. On the S. bank lies Gaarden Skaggeflaa, in an apparently inaccessible site, about 1600 ft. above the fjord, and reached by a precipitous and dizzy path. Near the gaard is the Skaggeflaafos or Gjeitfos. In the vicinity is a deep ravine with the Jutulbro ('giant bridge'). In 1880 an avalanche descended here with such violence as to hurl some of the uprooted pine-trees to the opposite side of the fjord. On both sides of the fjord are seen numerous small waterfalls, some of which descend in the form of spray or mist, betraying their existence only by the disturbed state of the water into which they fall. Others descend from overhanging cliffs in a veillike form, and are best seen from one side. In cloudy weather. when the tops of the mountains are shrouded in vapour, the waterfalls seem to fall directly from the clouds. Shortly before reaching Mæraak we pass several curious rocks, assuming the shapes of grotesque profiles. To the left are the veil-like Aafjeldfos and the gaard of Grande (see below). Fine view of the mountain - background towards the E. At the head of the fjord, about 121/2 Engl. M. from Hellesvlt, lies -

Mæraak or Merok (\*Martin Merok's Inn, moderate), picturesquely situated. The steamboat generally stops here for the night. Mæraak commands a view of a very small part of the fjord only, but the Storøira, 5 min. higher, enjoys a beautiful and extensive prospect. An interesting excursion may be taken hence to the Storsæterfos (2000 ft. above the sea-level, about 3 hrs. there and back, a stiff climb; guide 1-2 kr.).

In the background, behind Mæraak, rises the Holenæbba, the base of

In the background, behind Mæraak, rises the Holenebba, the base of which is passed by the path to Grjotlid (p. 163) and Skeaker (p. 161) in the Gudbrandsdal. This magnificent route should if possible be visited from Mæraak (on foot or on horseback) as far as the 'Fjeldstue' or refuge-hut on the Stavbrækkene (10-12 hrs. there and back).

Grande, a gaard on the N. bank of the fjord, about 3 Kil. from Mæraak, is the starting-point of an exceedingly grand mountain route to Ytredat (20 Kil.). The path ascends, very steeply at first, to Eide, about halfway, from which a carriage-road descends through a beautiful valley to the Norddalsfjord. From Ytredal to Sylle (see below) a row of 1½ hr. — Excursions may also be made to Hellesyll (p. 183), Sjøholl (p. 185), and the Tafjord (p. 185).

(p. 185), and the Tafjord (p. 185).

The steamer returns from Mæraak to the Sunelvfjord. which is bounded on the W. by the Aakernæsfjeld, and on the E. by the Nonsfjeld and the Snuhorn. On the W. bank, opposite the entrance to the Geirangerfjord, lies Ligen, whence an old post-road ascends the Ligenbakker (2600 ft.) in zigzags. On the E. bank are several gaards. Farther on the steamer again turns to the E. into the Norddalsfjord, an arm of the Storfjord, where it passes St. Olaf's Snushorn, a grotesquely-shaped cliff, and touches at Ytredal, Relling, with the Norddalskirke, and Sylte (Gunnar Greningsæter's Inn), on the N. bank. A curious vein of light quartz here is called St. Olaf's Slange or Syltormon. To the E. rises the lofty Egguraxlen. - From this point onwards the route may be traced on the Map at p. 192.

FROM SYLTE TO VEBLUNGSNÆS AND AAK. This interesting route usually takes 1½ day, but may be accomplished in 1 day if the traveller drive to Langdal. The road at first ascends the old moraine of Langbrekken. At the top of the hill is a cross in memory of St. Olaf, who in 1028 fled from Sylte to Lesje in the Gudbrandsdal. The road then ascends the Valdal, passing several pleasant gaards, which are much in vogue as summer-quarters among the citizens of Aalesund. At Rem, the first large gaard, carrioles and horses may be obtained. Beyond Rem we cross the wide stony tract of Skjærsurden and pass the gaard of Greming on the right. About 5-6 hrs. after leaving Sylte pedestrians reach (24 Kil.) Gaarden Langdal, where good entertainment and also, if desired, quarters for the night are obtainable. The road then ascends past the uppermost sæters of the Valdal to the top of the pass, beyond which a footpath (guide necessary) crosses the Stegafjeld, skirting several small lakes. It then descends the Stegane in innumerable windings and passes the Isterfos, which commands a fine view of the, Isterdalsfjeld to the left and the W. side of the Trolltinder (p. 125) to the right. In 8-10 hrs. after passing Langdal we reach Veblungsnæs or Aak (see pp. 125, 126).

A visit may also be paid from Sylte to the imposing 'Tatfjord, the easternmost bay of the Norddalsfjord, whence paths rarely frequented lead

A visit may also be paid from Sylte to the imposing Tafjord, the easternmost bay of the Norddalsfjord, whence paths rarely frequented lead of Grjotlid (p. 163) and to Stuefolen (p. 123). The Tafjord, though inferior to the Geiranger, also boasts of very grand scenery. After leaving Sylte we observe the solitary farm of Kaste on the hill to the right. On the left is a fine waterfall; and on the same side, farther on, is the Muldalsfos, descending from the inhabited Muldal. The steamer steers through a strait into a kind of amphitheatre. A waterfall on the right rebounds from a projecting rock, which divides it into two parts. In the background is the village of Tafjord, on the hill above which, to the right, are iron-mines belonging to an English company. Lofty snow-mountains peer over the banks of the fjord in every direction.

The steamer now continues its western course, and touches at 'Bygden' Linge, with its picturesque gaards, and at the Liabygd. A fine view is obtained as far as Hellesylt to the S., and the mountains of the Geiranger Fjord become particularly conspicuous. The steamer then crosses to Stranden or Langlo-Stranden (see also p. 174), with the church of Slyngstad, on the S. bank. The scenery here presents a pleasing combination of softness and grandeur. In the background rises the Hemdalshorn.

The fjord now assumes the name of Slyngsfjord. The steamer steers round the projecting Stordalsnæs or Holmen, and touches at the gaards of Hove and Vinje, at the entrance to the picturesque Stordal. To the S.W. rises the lofty, snow-clad Storeggen. Our course now continues to the N., passing on the left the huge Ramstadhorn, the Sjøvikshorne, and the Grebstadhorn. On the N. bank lie the gaards of Vagsvik, Vestre, and Amdam. On the S. band are Ramstad, whence a carriage-road leads to (11 Kil.) Aure (p. 186), and the steamboat-station of Sjøvik. The steamer then rounds the Gausnæs, and enters a bay, at the end of which lies—

†Sigholt (\*Abrahamsen's Hotel; \*Rasmussen's Hotel and Station Orskog, English spoken, 'pens.' 4-5 kr.), charmingly situated at the S.E. base of the Lifjeld. To the N.E. rises the Snaufjeld, and to the S. the snow-capped Storhorn. On the opposite bank of the stream which here enters the fjord is the church of Orskog.

Walks. Towards the W. to the  $(\frac{1}{2} \text{ hr.})$  'Laksvarpe' (called 'Gilge' in the Sogn district), or apparatus for catching salmon, with white boards to attract the fish. — To the  $\mathcal{O}$ rskogdal, which contains a pretty waterfall. — To reach the top of the Lifield we ascend the Solnørdal for 1 hr., and then climb to the left for  $\frac{1}{2}$  hr. The S. slope of the Lifield is called Apalsætfield, where there is a deserted iron-mine, from which a tramway descends to the fjord,

From Sigholt to Aalesund (38 Kil. or 24 Engl. M.), we may proceed either by the road viâ (13 Kil.) † Flaate and (13 Kil.) Rødsæt, or by the steamboat. The latter, which plies several times a week and takes 4 hrs. to the voyage, first touches at Langskibsø, on the N. bank of the fjord, which is here called the Nordfjord (not to be confounded with the Nordfjord mentioned at p. 166). The next station is Aure in Sykelven, charmingly situated on a S. bay of the fjord in the midst of imposing scenery (comp. p. 174), and often crowded in summer with visitors from Aalesund. In the background rises the pointed Strømshorn (3300 ft.). We next pass, on the left, Tusvik, which also affords accommodation to summer visitors. Passing the Jorundfjord (p. 173) on the left, the steamer steers to the N.W., between the Sulø on the left and the Oksenø on the right, and soon reaches the beautifully situated town of Aalesund (p. 169).

FROM SJOHOLT TO MOLDE. The road at first gradually ascends through the pretty Orskogdal to a moorland plateau, in which lies a small lake. The traveller will here notice numerous 'Loer', or small huts for containing the hay; the long poles are for marking the way in winter. We then cross the boundary between the Bergensstift and the Throndhjemsstift, and descend into the Skorgedal.

15 Kil. † Ellingsgaard (575 ft.; no accommodation). The scenery now becomes more attractive. To the right rise the Sprovfjeld and the Jagerhorn; to the left the Skortind. The road now skirts the W. bank of the beautiful Tresfjord, passing several gaards, crosses the mouth of the narrow Misfjord, and reaches—

11 Kil. Vestnæs (\*Inn), a scattered village with a church, beautifully situated near the Moldefjord. Steamboats three times weekly to Molde and to Veblungsnæs (p. 126). If the steamer does not suit, we cross the fjord by boat in 2½-3 hrs. to (13 Kil.)—

Molde, see p. 192.

## 22. From Faleide to the Valleys of Stryn, Loen, and Olden.

An excursion from Faleide and back to any one of these three valleys requires 10-12 hrs, and conducts the traveller through perhaps grander and more picturesque mountain and glacier scenery than is to be seen elsewhere in Norway, except in the Nordland. Those who can only visit one of the valleys should choose the Loendal, which, as the finest, should in any case be kept to the last. Those who prefer not to return to Faleide for the night will find good quarters only at Visnæs and Oldøren. To cross the fjord two men and a good-sized boat are necessary. The 'Rorskarle', who receive 6 kr. each for a single excursion and 5 kr. per diem extra if a night is spent on the way, act as guides; but in the actual glacier-climbing they are of comparatively little service. They provide their own food; the traveller must also take with him his own provisions from Faleide, Visnæs, or Oldøren, as in the valleys only milk and bread can be obtained.

Falcide (p. 181) lies on the N. bank of the Invikfjord, the

innermost branch of the Nordfjord. From the E. end of the Invikfjord the three valleys Strundal, Loendal, and Oldendal extend into the heart of the Norwegian Fjeld, and to the Jostedalsbræ (p. 102). The greater part of the floor of each of these valleys is occupied by a lake, 7-10 Engl. M. in length, formed by an ancient moraine-formation, which separates it from the fiord and is called the Eid. At the upper end of the valleys the glaciers, extending from the higher snow-fields of the Jostedalsbræ, descend so far that from the middle of the lake they seem actually to reach its banks. All three lakes, but especially those in the Oldendal and Loendal, are enclosed by immense rocky walls 4-5000 ft. high, over which rise mountain-peaks to the height of 6500 ft. On all sides hang huge glaciers, some ending abruptly in precipitous walls of rock, over the brink of which are precipitated large masses of ice detached from the main body. This phenomenon is known as the 'calving' of the glaciers. From the numerous fissures in the rocky wall glacier-streams fall into the lakes, tingeing with a milky hue the green waters below. At the mouths of many of these streams are situated gaards or sæters, occupied only at night, the owners coming by boat in the evening to milk their cattle, and returning in the morning to their farms. Higher up the valley, however, the sæters are often permanently inhabited. The people are still very primitive and somewhat dirty. Their salutation on meeting a passer-by is Godt Mot (Møde); to each other when working, Signe Arbeidet (Gud vel signe Arbeidet). When the traveller finds a gaard with no one within, he lights a fire for himself, takes what milk and bread he requires (of the former there is always an abundance), and leaves a remuneration on the window-sill (Fønsterkarmen).

I. EXCURSION TO THE STRYNDAL: to the end of the Opstrynvand 6 hrs., to the Gredungsbræ 8 hrs.

Starting from Faleide in a rowing-boat we pass the gaards of Berg and Lunde, enjoying a view, to the right, of the Aarheimsfield and of the Grytefield, farther to the N. To the right is the steamboat-station of Visnas (p. 167); to the left, the large gaard of Vik, belonging to the Lendsmand. After a journey of  $1^{1/2}$  hr. we leave the boat (retaining the rowers) at the skyds-station of -

Toning (Inn), whence a picturesque road leads along the N. bank of the Strynelv, past Ytre Eide, the church of Nedstryn, and the gaards of Gierven and Ovre Eide, to the Opstrynvand (80 ft.). This lake, which is about 10 Engl. M. in length, is at first narrow, but afterwards, at Lindvik, expands into a beautiful sheet of water. We obtain a boat here (40 c.), which is manned by the rowers brought from Faleide, and proceed to traverse the lake. We first pass, on the left, the gaards of Tenden, Sunde, and Eikenæs, and on the right, those of Ytre and Indre Lunde. We then skirt a projecting headland, and observe the gaards of Dispen, Meland, and Bergstad. When we reach the broader part of the Opstrynvand we see to the N. the Marshydna (5410 ft.), farther on, the Floffeld (5140 ft.), with the Rindalshorn (5950 ft.) behind it, and the highlying gaards of Flo (770 ft.) in front. To the right are the gaards of Holmevik, Orenas, and Tunold, and higher up those of Brakke and Aaning, above which towers the Brakkeffeld. From this point we proceed in a S.E. direction to the Church of Opstryn, above which, to the S.W., appears the Fosnasbra, descending from the Skaalan (see below). On the other side we have a view of the Glomsdal and Videdal, with the Glomnaseggen and the Midtstolshydna rising between them. At the mouth of the Videdal lies Hjelle.

Travellers who wish to visit Grjotlid or Mork in the Gudbrandsdal, land on the E. bank near Hjelle, whence the road to Grjotlid (p. 163) leads through the Videdal. The road to Mork (p. 162) diverges to the right, near the gaard of Grov. and leads through the Sundal and across

the Kamphamre.

To the right appear the gaards of Fosnæs and Dorrestot, and then the entrance to the sombre Erdal, at the upper end of which the Gredungsbræ is visible. In front, to the right, is the Tindefjeldsbræ with the Tavsehydna, and to the left, the Ryghydna (5325 ft.) and the Sæterfjeld (6200 ft.), the whole forming a most imposing picture of mountain and glacier scenery.

After a row of 3 hrs. we land (6 hrs. from Faleide) at the gaard of Mork or Gronfur, cross the Erdola to the gaard of Erdol, and ascend the \*Erdol, vià Berge and Tjælhaug, to Gaarden Gredung (30-40 min.; tolerable quarters). Proceeding thence, with a view of the glacier that stretches down between the Strynskaupen on the left and the Skaulfjeld on the right, we arrive in 2-2½ hrs. at the loftily-situated Gredungssæter, at the foot of the fissured \*Gredungsbræ (2330 ft.), past which leads the route to the Jostedal (see p. 104).

An excursion from the Gredungssæter over the Jostedalsbræ to the Lodalskaupe (p. 104), and thence into the Bødal (p. 189) takes 8-10 hrs., and should not be attempted without an experienced guide (to be obtained at Gredung). By this expedition the traveller avoids the necessity of returning to Toning, and can go directly to Loen through the Loendal.

II. EXCURSION TO THE LORNDAL: to Loen from Faleide 2 hrs., from Oldøren 1 hr.; on foot to Vasenden  $^{3}/_{4}$  hr.; to the upper end of the Loenvand, by rowing-boat, 2 hrs.; thence on foot to within sight of the Kjendalsbræ  $^{1}/_{2}$ - $^{3}/_{4}$  hr., to the glacier itself  $^{1}/_{2}$ - $^{3}/_{4}$  hr.

The passage from Faleide (p. 181) to Loen is very picturesque. To the E. rise the Skaalan (6360 ft.) with its glacier-filled 'Schaale' opening to the N.W., the Sandernibben, and the Auflemsfjeld (p. 189), behind which, as we proceed, the Melheimsnibben comes also into view. On the S. bank are the gaards of Aarholm, Algjel (high up, with a waterfall and saw-mill), Vanberg, Hæggestad, Gillesdal, and Skarsten, the last giving its name to the Skarsten-fjeld (5060 ft.). On the N. side rise the Aarheimsfjeld (p. 187) and the Opheimsfjeld; the latter may be ascended from Rake in

from Faleide.

2 hrs., and commands a magnificent view. A still more extensive prospect is obtained from the top of the Lofield (1/2 hr. to the E.). To the S. we now gain an uninterrupted view of the Oldendal (p. 190). Travellers land at the 'Nøst' (boat-houses), about 10 min. walk from the village. — From Olderen (p. 191) also Loen can be reached by water only.

Loen (where, if necessary, lodging can be obtained in the house of the 'Bondemand', Johannes Loen, or in that of Anders Markusson Loen), with a little church belonging to Strvn, lies at the entrance to the \*Loendal, which is watered by a clear little stream and is bounded on the N. by the Lofjeld, and on the S. by the Auftemsfield (5050 ft.). A carriage-road, affording beautiful views of the snow-covered Bodalsfield, and farther on of the Kronsbra and the Kjendalskona, ascends from Loen through a park-like landscape, passes the mouth of the Fosdal and the Haugios, a 'horse-shoe' waterfall formed by the Loendalselv, and brings us in 35 min. to the hamlet of Vasenden. Fine view from the bridge to the right.

We now reach the \*\*Loenvand, a mountain lake of the most imposing description, about 71/2 Engl. M. long. A boat is obtained here (40 c.), the rowers for which must be brought from Faleide (comp. p. 187). Soon after starting we enjoy an uninterrupted view over the whole lake. On the left, above the gaard of Sande, rises the Sandenibben (5430 ft.), on the right are the Auflemsfjeld and the Melheimsnibben (5425 ft.). From all the mountains, but especially from the Ravnefjeld (6560 ft.) on the right, large glaciers descend, all, however, ending at a considerable altitude. At the Brengsnæssæter, to the left, a waterfall descends from the Skabbræ; farther on, on the same side, are the gaards of Hellesæter. On the opposite side of the lake is a huge glacier terminating abruptly at a height of 3900 ft., from which there roll down during the warm weather almost constant avalanches of ice. These fall first over a sheer precipice of 1000 ft, and then flow onward in a partially covered stream, finally spreading themselves out in a fan-shaped form, and almost reaching the verge of the lake. At the time when there are no avalanches about 10 waterfalls pour over the precipice.

On the left are the gaard of Hogrending and a waterfall descending from the Osterdalsbra. The right bank is uninhabited. On the left rises the Kværnhusfjeld (5700 ft.), with the gaard of Rodi at its foot. To the right is the precipice of the serrated Ravnefjeld, the base of which we now skirt towards the S. On the left we have a view of the Bødal, with Gaarden Bødal, and in the background the Skaalfjeld with the Skaalbræ.

From the gaard of Bødal we may visit the Bødalssæter and the adjacent Bødalsbræ (Sæterbræ, 11/2-2 hrs.) or, spending the night on the sæter, we may ascend the Lodalskaupe (8850 ft.; p. 104) in 8-10 hrs. The traveller must, however, secure his guide beforehand in Bødal, as on the sæters generally girls only are to be found.

The lake now contracts to the dimensions of a 'Sund'. In front towers the huge \*Nonsnibba, rising sheer to a height of over 6000 ft. To the right opens the Kvandal or Næsdal, with its glacier, adjoining which is the \*Utigardsfos, a waterfall 2000 ft. high, descending from the glaciers of the Ravnefjeld. Passing through a bend of the lake, we find ourselves in the centre of the magnificent \*\*Amphitheatre of Næsdal, bounded by the Ravnefjeld on the W., the Nonsnibba on the S., and the Bødalsfjeld on the E. Between the two latter we see the Kronsbræ and the Kjendalskona (6000 ft.). The grandeur of the scenery here is elsewhere unequalled in S. Norway. On the alluvial land at the mouth of the Kjendalselv, the outflow of the Kjendalsbræ, lie the turf-roofed gaards of Næsdal. We land at the mouth of the stream after a row of about 2 hours.

We now ascend the course of the Kjendalselv, passing at first through a wood of low alders. In 1/4 hr. we pass on the right a projecting ledge called *Jørpen*, from which the avalanches in spring rebound to the other side of the valley. After another 1/4 hr. we gain an unimpeded view of the \*Kjendalsbræ or Næsdalsbræ, at the head of the valley. To the right a waterfall descends on the glacier from a height of about 650 ft.

The traveller may now turn back, as the fatiguing bridle-path which goes on for about  $^{1}/_{2}$  hr., crossing two small feeders of the Kjendalselv, affords no better point of view. An extremely cold wind generally prevails here. The alders all lie over towards the N. The vegetation suddenly assumes an entirely Alpine character. The glacier is receding. From the highest moraine we obtain a good view of the deep-blue ice-cavern at its extremity, which in 1880 could be entered without danger. Those who penetrate thus far should cross the glacier to the above-mentioned "Waterfall (as yet unnamed), which is scarcely inferior in size to the Vøringsfos.

III. EXCURSION TO THE OLDENDAL: to Olderen 2 hrs., to the Oldenvand 1 hr., to Rusteen 2 hrs., to the Brigsdal Glacier  $2-2^{1}/_{2}$  hrs.

The row from Faleide (p. 181) to (14 Kil.) Oldøren resembles that to Loen (p. 188), though the boat steers closer to the S. bank of the fjord. Beyond Gillesdal we obtain a full view to the S. of the Oldendal, as far up as the pass of Sunde. To the right rises the Cecilienkrona. to the left the Ravnefjeldsbræ.

Olderen (Inn, unpretending, much frequented by anglers) lies at the mouth of the beautiful Oldendal, 11 Kil. from Visnæs (p. 187) and 22 Kil. from Utviken (p. 181). As this is not a skyds-station it is unlikely that the traveller can obtain a 'stolkjærre' here, but he may order one to await him at Eide on his return (in about 8 hrs.; fare 1½ kr.).

The picturesque walk from Oldøren to (4 Kil.) Eide can be easily accomplished in 1 hr. After 20 min, we cross the milky stream, which here forms the *Løkenfos*. We then proceed to the

W., skirting the *Floenvand*, on the E. bank of which lies the ruined gaard of *Opheim*, destroyed by an inundation (*Flom*) in 1879. In 1/2 hr. we reach —

Eide, at the N. end of the \*Oldenvand, a lake 7 Engl. M. in length and barely  $^3/_4$  M. in breadth, which stretches hence towards the S. and is enclosed by lofty walls of rock. A rough bridlepath on the W. bank may be used if no boat can be procured.

The first half of the passage is less interesting than the second. To the left lies the gaard of Sandnæs, to the right an ancient moraine with the gaard of Bennæs, above which rises the Bennæs-Waterfalls plunge headlong from the rocks on every side. To the right lowers the huge Store Cecilienkrona (5825 ft.), the steep sides of which give no foothold to gaard or sæter. To the left, by the side of mountain-torrents, lie the gaards of Haahjem, Strand, and Gjerde. To the S. the lake appears walled in by the Synsnib, but as we approach Sunde, we obtain a view, through an opening to the right, of the Grytereidsnib (5620 t.) and the Yrinib, with their glaciers. -- The strait of \*Sunde, through which we next pass, has been formed by the deposits brought down on the left by two streams descending from the Gjerdeaxlen (6420 ft.) and the Neslenib (4860 ft.). On the same bank are the gaards of Sunde. On the right another stream, formed by the outflow of the glacier of the Cecilienkrona, enters the lake near the gaard Flaaten. The current in the narrow Sunde is rather strong. The reflection (Skyggebillede) of the glaciers and waterfalls in the greenish-milky water produces a very curious effect. — On rounding the sombre steeps of the Synsnib, we obtain a magnificent \*\*View of the S. half of the lake, which here expands to its former dimensions. The Mælkevoldsbræ, a huge and imposing glacier, is seen descending from the head of the Oldendal to the lake, a distance of 6 Engl. M. To the right towers the majestic Yrinib, from which several waterfalls are precipitated, while at its base lie the gaards of Bak-Yri and Indre-Yri. At the end of the lake is the Rustofjeld, with a large waterfall, descending in two leaps. Other cascades fall from the Kvamfjeld, to the left.

After a row of 2 hrs. we land at Rusteen, where a bed, bread, and milk may be obtained. The gaard lies on the alluvial land formed by the deposits of innumerable glacier streams. Our route gradually ascends across this low-lying and at places marshy tract to Hojalm, and then traverses an old moraine to (1/2 hr.) Malkevold, whence a path leads to the S.W. through the Oldenskar to the Stardal (guide, Christen Rusteen; see p. 180). Opposite Malkevold are the Augsburgnibba and the glacier and gaards of Aabrekke, in the Brandsdal. At the last gaard we again descend to he left into the valley, passing a mill (kvarnhus) on the right. The path then leads to the left along the stream, in the direction of the \*Malkevoldbra, in which there was a large ice-cavern in 1880.

After 20 min. we cross a marshy piece of ground, beyond which we thread our way among large boulders, and in 20 min. more we cross the stream and ascend to the E. through the *Brigsdal* to (10 min.)—

Gaarden Brigsdal (490 ft.), where milk can be procured. On the opposite side of the main valley is the \*Nonsfos, a pretty

double fall. Comp. the Map at p. 96.

We now ascend on the right bank of the Brigsdalselv to the (1/2 hr.) Waterfall of that stream. The ascent is easy at first, but soon becomes very steep, and at places demands actual climbing. Beyond the fall we ascend over ice-worn rocks to a new zone of the valley, where we suddenly obtain a beautiful view of the \*Brigsdalselva, the blue ice masses of which tower above forests of birch and alder. Our route now leads through the trees, and in 20 min. brings us to the foot of the glacier (1000 ft.), which descends from the Jostedalselva on the E. On every side are strewn huge blocks of ice, which have become detached from the glacier. Another glacier, from which waterfalls and occasionally ice-boulders also descend, is seen to the S., high up.

The following fatiguing and difficult expedition, affording a fine survey of the majestic beauties of the Jostedalsbræ, is now occasionally made from this point. Ascending the Brigsdalbræ we skirt the rocky hill at the head of it (5500 ft.), and reach the Mækkevoldsbræ. We then descend the latter glacier, traversing a disagreeable tract of debris, and inally cross the Brigsdalselv to Gaarden Brigsdal (see above). This expedition should be attempted only with the aid of Christen Rusteen, as

the Faleide guides are by no means at home in this region.

## 23. Molde and the Moldefjord with its Branches.

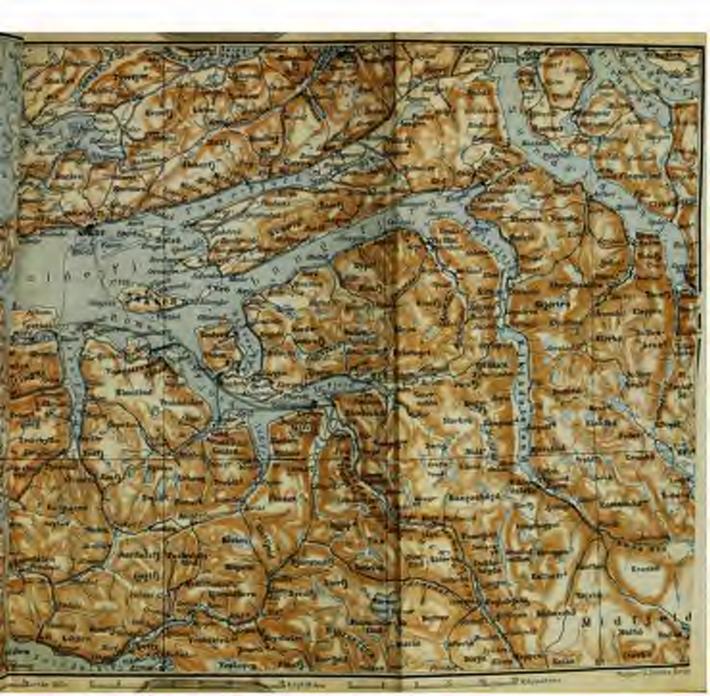
Molde, on account of its multifarious steamboat connections, is an excellent starting-point for various interesting tours. A visit to the Moldefjord and Romsdalsfjord may be especially recommended. This should be made from Molde rather than in the reverse direction, as in the former case the landscape increases in impressiveness as we proceed, whereas, if we visit the Romsdal first, the succeeding scenery becomes less grand at every step. Those who intend to return to Molde should go by land and return by steamer.

Steamers leave Molde for Bergen and Throndhjem 4 times a week; for

Steamers leave Molde for Bergen and Throndhjem 4 times a week; for Aalesund, 6 times; for Vestnæs, 3-4 times; for Veblungsnæs, 3-4 times; for Eidsvaag and Noste vià Alfarnæs, twice. For Bod they sail generally twice a week; and for the islands of Haro. Sando and Ona weekly or fortnightly.

Molde (\*Simonsen's Hotel, at the W. end of the town, with a fine view, R. 1½-2, B. 1 kr.; \*Molde Hotel, in the main street, near the steamboat anchorage), a clean little town of 1700 inhab., is pleasantly situated on the N. bank of the Moldefjord. Although the long islands of Hjærts and Faars afford excellent shelter to the large harbour, yet its trade for the most part has been gradually diverted to Aalesund. Being sheltered by hills of considerable height from the N. and W. winds, the vegetation in the neighbourhood is unusually luxuriant. Roses and other flowers are more abundant than in most other parts of Norway, and some of the





is marshy at places, but presents no difficulty. The dying and dead pines, with their silver-grey trunks, on the (1½ hr.) upper boundary of the wood are very picturesque. Thence to the summit about 20 min. more. The flora here is of an Alpine character. The very extensive view embraces the fjord and the mountains to the N., E., and S., while the boundless Atlantic stretches to the W.— On the mountain are several small lakes or tarns (Tjærn) which form the source of the brook by which we have ascended.

### a. Steamboat Voyage from Molde to Veblungsnæs in the Romsdal.

The Aalesund steamer leaves Molde twice weekly (Sun. and Thurs. afternoons) for Veblungsnæs and Næs (4 hrs.), returning on the following mornings. There are also two local steamers weekly; one leaving Molde on Tues. at 4 p.m. and going direct to Næs; the other leaving on Sat. at 9 p.m. and calling at Vestnæs, Nordvik, Veblungsnæs, and Næs. These leave Næs on the return-voyage on Tues. at 7 p.m., and Sat. at 2 p.m. respectively.

The Aalesund steamer and the Saturday local steamer first steer towards the (1 hr.) S. bank of the Modefjord, where, at the entrance of the Tresfjord, lies Vestnæs (p. 186), whence a road leads to Sjøholt, see p. 186. The Lauparen (5155 ft.) is here the most conspicuous of the mountains in the background. Passing the verdant Gjermundsnæs, we next come to the island of Sækken, where the Aalesund steamer stops at Vestad. Beyond this point the fjord takes the name of \*Romsdalsfjord. We here enjoy a fine view of the furrowed Vengefjeldene and other mountains of the Romsdal, of the Langfjord with the Skaalan to the N., and of numerous lofty peaks to the S. At the foot of these last is the thickly-peopled Vaagestrand, with its high-lying white church.

The steamer then skirts the peninsula on which rises the Oxen (2675 ft.), with the Redvenfjord (p. 196) to the E. Some steamers stop at Nordvik, lying with the church of Eid on the low neck at the S. end of the peninsula.

To the S. rise the *Troldstolene*, with the St. Olafs-Stol, a 'Botn' formed by two hills and supposed to resemble a chair. The steamer then enters the little bay of **Vold**, with an old wooden church and numerous boat-houses (Noste). A beautiful mountain back-ground with a couple of glaciers forms the end of the green and richly cultivated valley.

Farther on the huge mountains on the Indfjord, which stretches from Savik towards the S. for about 4 Engl. M., become prominent. They are generally known as the Isterfjelde, and are as yet quite unexplored by the tourist. To the N. is Thorvik (p. 196). The magnificent view from this point includes the Isfjord, the Smarbottenfjeld to the N., and the massive mountains of the Romsdal to the S.; to the left is the Nasfjeld, and in the background the peaks of the Vengefjeldene, the blunted Kallskraa-

field and the Romsdalshorn (p. 125). An adequate idea of the immense size of these mountains may be obtained by remembering that most of them are as high above the sea as the Königsspitze or the Ortler above Sulden.

Veblungsnæs and Næs, on the E. bank of the Rauma, which descends from the Romsdal, see p. 126.

On Thursdays the Aalesund steamer proceeds in the evening to Sten in the Isfjord, but on Sunday it remains at Veblungsnæs till next morning. In winter the fjord is entirely frozen. From Sten we may walk via Grævdal to the N. end of the Eikisdalsvand (p. 199). To the N. of Sten lies the church of Hen.

### b. Land Route from Molde to Veblungsnæs.

44 Kil. Road. The stations are all fast with the exception of Molde itself, where a carriage should be ordered in good time, and of Dvergs næs, to which 'Forbud' for a carriole should be forwarded. In the reverse direction this is unnecessary, as a boat is always to be had. Those who have visited or who do not care to visit the Fanestrand may go by steamer (p. 197) or rowing-boat from Molde to Alfarnæs. Beer is almost the only refreshment to be got on the way.

Immediately to the E. of Molde begins (as already mentioned at p. 193) the \*Fanestrand, a coast-road shaded with birches, ashes, maples, larches, etc., and affording fine views of the fjord and the mountains of the Romsdal in the distance. At Lerbrovik, half-way to Strande, the Strand, the first part of which is studded with numerous villas and gaards, becomes more lonely. To the left diverges a road to \*Odegaard\* and \*Eide\* on the Isingvaag\* (33 Kil., with 'skyds'; comp. p. 171). To the right we enjoy an unimpeded view of the island of \*Bolse\*\* with its high-lying church, and of the headland of Dvergsnæs.

9 Kil. † Strande, at the mouth of the Fanefjord, along which the road now leads (see p. 197). We, however, proceed by rowing-boat, which we may either take only to the gaards of —

4 Kil. Dvergsnæs or Dversnæs (Forbud, see above), on the opposite bank of the Fanefjord (driving or walking thence to Sølsnæs) or for the whole way to Alfarnæs.

The road leading to the S. along the coast from Dvergsnæs is very hilly ('bakket'), so that we must often alight and walk. We pass the gaard of Gjednæs, and cross the brook that descends from the Skaalan. The Vaagsætergaard, with a steam-mill, is the property of an Englishman. From an eminence, which the road crosses, we obtain a fine view of the Trolltinder (p. 125), while in the foreground is the Havnevik, and to the right the Veø ('holy island'), with a church. We then descend to a small bay, and ascend the eminence on the S.W. side of the Langfjord, to—

9 Kil. † Sølsnæs. From Dvergsnæs to Sølsnæs the fare is 1 kr., but from Sølsnæs to Dvergsnæs (Sølsnæs being a fast station) 1 kr. 80 ø. — Sølsnæs commands a fine view of the Langfjord to the E. and the Romsdalsfjord to the S., with the islands of Veø,

Sækken (p. 194), and the peculiarly shaped Hestholmen. — We next cross the Langfjord in a rowing-boat to —

4 Kil. Alfarnæs, a steamboat-station (see p. 197), recalling by its charming situation the scenery on the Lake of Geneva.

The next part of the road, extending to the S, along the shore of the Rodvenfjord, is the most beautiful of the whole route. The country is well cultivated. We pass in succession the gaards of Sandnæs, Froisæt, Seljenæs, and Holmeim. Opposite we have a view of Nordriken and the church of Eid (p. 194), and of the Oxen (p. 194). In the distance are the Troldstolene (p. 194). At the gaard of Lareim the road to Nordvik turns off to the right, while that to Thorvik ascends in a straight direction. Suddenly there bursts upon the traveller a splendid view of the Oravatten to the right. of the Gjersætnatten, and of the Vestnæsfjeld, with the waterfall of Skjolen. To the left of the last rise the massive Vengefieldene (p. 125), to the right the Trolltinder, the Isterfieldene, and the mountains on the Indfjord. The whole forms an immense amphitheatre, thickly wooded on its lower slopes, and having its centre occupied by the Gjersætvatten, in whose bosom the mighty mountains around are mirrored. Hence to Thorvik (see below) in 1 hr. The road next descends along the N. side of the valley, ascends again through a narrow pass, and, skirting the hill of Klungenæs on the right, leads through pine-woods to -

14 Kil. † Thorvik (fare from Alfarnæs, 21/4 kr.). Thorvik lies at a considerable height above the fjord, but we can drive right down to the beach.

From Thorvik we proceed by boat (one rower generally enough; 53 ø.) to Veblungsnæs (4 Kil.) or to Næs, 2 Kil. farther (p. 126).

#### c. From Molde to the Eikisdal.

Most travellers omit the Eikisdal, but the scenery in it is so magnificent, that it is worth while putting up with the small privations which this tour unavoidably entails. To Noste, situated at the entrance of the valley, we may go either by the road or by steamer. The steamers leave Molde on Sun. afternoon and Wed. morning, and Noste on Mon. morning and Wed. afternoon. The voyage takes 6 hours.

and Wed. afternoon. The voyage takes 6 hours.

The Plan of the Tour may be arranged in various ways. — A. 1st Day. On Mon. afternoon by carriole from Molde to Eidsvaag (good inn). 2nd Day (Tues.), on foot or by boat to Noste, on foot or by carriole to Overaas, by boat across the Eikisdalsvand to Reiten-Utigaard. 3rd Day. (Wed.), by boat back to Overaas, on foot to Noste, and in the afternoon by steamer to Molde. By starting early on Sat. morning, taking a boat from Tjelde (p. 191) to Noste, and thence if possible walking to Overaas, we may cross and recross the Eikisdalsvand on the second day, and return in the evening to Noste, in time to catch the early steamer to Molde on Mon. morning.

B. 1st Day (Wed.), by morning steamer to Noste, thence on the same day to Reiten-Utigaard. 2nd Day, return to Noste, thence on foot or by boat to Eidsvaag. 3rd Day, by land to Molde. Travellers who take the afternoon steamer on Sun. spend the first night at Eidsvaag or Noste, the next in Reiten-Utigaard, and the third again in Eidsvaag, whence they may return either by the high-road or by the steamer leaving on Wed. afternoon,

LAND ROUTE FROM MOLDE TO NOSTE (70 Kil. or 431/2 Engl. M.); with the exception of Molde all the stations are fast. — From Molde we drive along the Fanestrand (p. 195) to —

9 Kil. † Strande (p. 195). The road now skirts the bank of the Fanefjord, on whose S. side rises the mighty Skaalan (3590 ft.).

13 Kil. † Eide (good quarters), where the route to Christiansund, described on p. 200, diverges to the N. The vegetation is still luxuriant, and wall-fruit grows in the open-air. — The fjord ends at the church of Kleve; but the road continues along the N. side of the valley to —

9 Kil. + Istad. A little beyond this the road forks, the branch to the left leading to Angvik (p. 201), while our road runs to the right, through a monotonous wooded district, called the Osmark,

with a view of the majestic Skaalan on the right.

Crossing the Storelv, the road passes on the right the Osvand and the gaard of Gusiaas, and after traversing a more solitary region skirts the Sjørsætervand, with the gaard of the same name, and the Sætervand. Thence it descends steeply, commanding a beautiful view of the Langfjord and the snow-peaks to the S.

15 Kil. Tielde, on the Langfjord, is hardly suitable for night quarters. Those who do not spend the night in Eidsvaag, should go on by boat from Tjelde direct to Nøste (see below: 15 Kil., in  $2^{1}/_{2}$  hrs.). — The road proceeds towards the E. at a considerable elevation above the Langfjord, and afterwards descends, always with a fine view of the mountains to the S., among which the Skjortan is conspicuous. We next pass the old wooden church of Rød (about to be pulled down) and several substantial-looking gaards.

10 Kil. Ficiaraag (good quarters), situated at the E. end of the fjord, which is here shallow, and at low water completely covered with sea-weed. A picturesque walk may be taken to the new church, 10 min. to the N.

From Eidsvaag a road leads over the Tiltereid to Eidsøren on the

Sundalsfjord (J Kil); see p. 204.

The road to the Eikisdal continues to skirt the bank of the fjord, and passes the large gaard of *Varpenæs* and the parsonage of *Næsset*, where the novelist Bjørnson spent part of his youth.

Farther on the road becomes very hilly. It runs along the E. bank of the \*Eirisfjord (p. 198), passing the gaards of Bogge (steamboat-station), Bredvik, and Strand, and the Liasater. — 14 Kil. Noste (p. 198).

STEAMBOAT ROUTE FROM MOLDE TO NOSTE (comp. p. 196; steamer 'Molde', no provisions on board). — The steamer steers between the little islands of *Hjærtø* and *Faarø*, and passing the *Bolsø* to the left, enters the *Moldefjord*. After touching at *Sækkenæs* on the island of *Sækken*, it proceeds past the *Veø* (p. 195) to the stations of *Sølsnæs* (p. 195) and *Alfarnæs* (p. 196), to which point travellers for Veblungsnæs may also use the steamer.

The vessel next enters the Langfjord (17 Engl. M. long and about 2 M. broad), on the N. bank of which towers the huge Skaalan (p. 197). The S. shore, near which our course lies, is to a large extent well-cultivated, though monotonous. The steamboat-stations are Midtet and Myklebostad, with the church of Vistdal, on a little bay, from which the Vistdal stretches into the interior. On the beach there are several boat-houses (Noste); in the background elevated old coast-lines and snow-peaks. The steamer passes the entrance of the Eirisfjord (see below) and calls at Eidsvaag (p. 197), at the E. end of the fjord.

The steamer now retraces its course for a short distance, rounds the Nas, with the parsonage mentioned at p. 197, and enters the \*Eirisfjord, which stretches 6 Engl. M. to the S.E. from the end of the Langfjord. On the W. is the Ernæsfjeld, with the gaard of the same name at its foot. To the E. are the gaards of Bogge (p. 197; steamboat-station), on a steep but fertile slope. In front rises the \*Skjortan (5660 ft.) or Kvitkua ('white cow'); and below are the Strandelvsfos and the Drivafos, a thin thread of water. Farther to the right are the Koksøren, the Meringdalsnæbbet, and the Tufttind, with a curious 'Botn' at its summit. To the extreme right is the Nøste-axlen. After a voyage of 6 hrs. the steamer reaches the terminus—

Noste, or Eirisfjordoren. To the left stands a tolerable inn. The slow station for skyds (no accommodation) is 3 min. farther to the right. — On the arrival of the steamer, pedestrians should walk \(^{1}/\_{2}\) hr. farther on to the gaard of Thorhus, near the Sira-Kirke, where pleasant, but somewhat primitive accommodation is to be had. Or they may go on to Overaas (see below).

The fertile and lovely valley, which is generally called Siradal after the above-mentioned church, is watered by the Eikisdalselv, and is surrounded by immense mountains. Beyond the church the road divides into two branches, both debouching on the Eikisdalsvand. The one to the right emerges beside the gaard of Aasen; the other, crossing to the right bank of the river aloveraas, skirts the imposing height of Gogseren (4325 ft.), which conceals the Skjortan from view. The summit of the ancient moraine separating the Eikisdalsvand from the Siradal, the only break in which is formed by the little stream, commands a fine retrospect. About 1 hr. beyond the church, we reach the gaards of—

8 Kil. (from Nøste) Overaas (tolerable quarters), situated on the S. side of the moraine, at the N. end of the Eikisdalsvand.

The \*\*Eikisdalsvand (200 ft.) fills a narrow rocky basin about 12 Engl. M. in length. On both sides tower mountains covered with snow and glaciers, from which descend impetuous waterfalls. Even in August the snow-fields stretch down almost to the lake, although the sides of the valley are clothed with pine and other woods, which afford shelter to bears. The produce of the numerous nut-trees is collected at the end of September and beginning of

October, and forms the 'Romsdalsnødder' of commerce. The lake is almost always frozen over in winter, but the ice is seldom strong enough to support a man's weight. Avalanches are frequent, and showers of stones also occur. A north wind generally prevails till about 10 or 11 a.m., and the boatmen make use of it by hoisting sails made of woven alder-twigs (Løvseil). At other times the lake is generally perfectly still, and reflects in a most remarkable manner the surrounding mountains and waterfalls. There are but few human settlements on its banks, under the threatening masses of rock above. The inhabitants are much more taciturn than those of the rest of Norway, and wear only the darkest clothing.

For the row to Reiten  $(3-3^1/2 \text{ hrs.})$  two rowers are required (tariff 21 o. per Kil., or 3 kr. 78 o. for the whole journey; there and back 7 kr. 56 o., besides gratuity). At first we see only a small part of the lake, with the precipices of the Gogsøren and the Aashammeren to the left, and the gaard of Meringdal, commanded by the Meringdalsnæbbet and the Sjødølen (564 ft.), to the right.

By and by, however, the mountains recede, and the view over the lake is unimpeded. High on the left is the Snetind. To the right the Nyhoitind (c. 6200 ft.) is visible above the Sjødølen. To the left again the waterfall of Tongjem, and the two gaards of Viken, with the Vikesaxlen above. On the W. side is the Ævelsbræ, above which is the imposing peak of the Jurafjeld. Above the gaard of Hoeim, where good milk may be had, rise the snow-fields of the Hoeimfjeld, commanded by the Hoeimtind (5640 ft.). Farther to the right is the Rangaatind, to the left the Aagottind (4950 ft.) and the Bjørktind.

The \*Maradalsfos or Mardolafos now becomes conspicuous to the right of the Rangaatind, near the head of the lake. This very large and beautiful waterfall is formed by the Mardola, which flows from an upland valley, about 2600 ft. above the sea-level, and falls sheer over an abrupt precipice, 650 ft. high. The mass of water thus precipitated rebounds from the rock below and rises in the air in clouds of spray. It then disappears and re-appears farther down in two arms, which unite to form another huge fall. On the lake, at the bottom of the fall, resides a 'Føderaadsmand', or peasant proprietor of a small plot of ground. A finer view of the fall is obtained by landing, but the upper fall is inaccessible.

The lake now makes a slight curve to the S.E., and the gaard of *Reiten*, situated at the point where the *Aura-Elv* flows into the lake, comes into view. Above the gaard we see a beautiful veil-like waterfall and the *Bjoraafjeld*. — From the landing-place we walk to (20 min.) the gaard of —

Utigaard (good accommodation), which is a favourite resort of sportsmen in search of reindeer. Ola and Hans Utigaard are celebrated hunters and guides. A pretty walk up the valley, passing some mills to the left, driven by a small stream that springs from

the earth in the immediate vicinity, brings us in 20 min. to the Eikisdals Chapel, where the pastor of Nasset (p. 197) holds service 4 times in the summer (no service in winter). Following the path we next come to a bridge over the Aura, near which is an apparatus for catching salmon.

The road leads farther up the valley, passing numerous pretty gaards, to Finsæt (12 Kil. from Reiten). Another hour (guide desirable, 1/2-1 kr.) brings us to the Aurestupene or Aurstaupu, the falls formed by the Aura,

which issues from the Aursjø.

From Overaas (p. 198), from Hoeim (p. 199), and from Reiten (p. 199) the traveller may walk by fatiguing mountain-paths to Sten on the Isfjord (p. 195) in 10-12 hrs., and in 1 hr. more to Næs in the Romsdal. This should be attempted only with a guide, if possible with one of the Utigaards, from whom, in any case, information should be obtained.

# 24. Land Routes from Molde to Throndhjem.

225 Kil. (140 Engl. M.). As parts of the sea-route from Molde to Throndhjem are usually a little rough, many travellers will prefer one of the two following routes, which, however, are otherwise unattractive. Most of the skyds-stations are 'slow', and 'Forbud' should always be sent on.

### a. By Battenfjordsøren and Christiansund.

Departure from Motde not later than 6 a.m. To Battenfjordsøren, 38 Kil. (24 Engl. M.), by carriole; thence in 21/4 hrs. to Christiansund by steamer, starting on Tues. and Frid. afternoon.

From Molde by (9 Kil.) Strande to (13 Kil.) Eide, see p. 197.

— Our road turns off to the N. at this point, and ascends to —

9 Kil. Fursæt, a slow station. Those who have not sent 'Forbud' cannot count upon reaching Battenfjordsøren (7 Kil.), and the steamer-station Strand (not a skyds-station), at the S. end of the Battenfjord, before midday. They will find it better to make this stage on foot. — The Battenfjord is surrounded by mountains, 2500-3000 ft. high. The steamer touches at Gimnæs (see p. 171; also a slow skyds-station; good quarters), situated at the entrance to the fjord; then at Gulseth, Stensvig, and Christiansund.

On any other than the two days that have been named, we may drive from Fursæt in a carriole to (16 Kil.) Gimnæs (see above), whence we take a rowing-boat to (8 Kil.) Fladsæt, on the Fredø; thence by land across the island to (9 Kil.) Bolgen i Bremsnæs, and again by boat to (9 Kil.) Christiansund.

Christiansund, see p. 170. From here to Throndhjem it is best to take the steamer 'Etatsraad Riddervold', which performs the journey both ways 3 times a week (12 hrs. each way). Avoiding the open sea, it sails to the S. through the Vinjefjord, passing the large Tusters, Stabben, and Ertvaags. (In its day-journeys (northwards, Mon. and Wed.; southwards, Tues. and Thurs.) it touches at the stations of Laurvig, Storsen, Magersen, Havnskjel, Kongensvold, Beian, Brækslad, and Rødberg. On its night-journeys (Sat. and Sun.) it stops only at Magersen.

Throndhjem, see p. 210.

From Christiansund we may also take the Surendal steamer (twice weekly) to (7 hrs.) Surendalsøren, and thence follow the land route described below.

### b. By Angvik and Orkedal.

With the exception of the first stage, this route is monotonous, and on the whole little to be recommended. The stations are fast, with the exception of Heggeim, Angvik, Koksvik i Thingvold, and Bolsæt, to which 'Forbud' should therefore be sent. The accommodation at almost all the stations is tolerable.

From Molde to (31 Kil.) Istad, see p. 196. — Then follow the slow stations of (11 Kil.) Heggeim and (11 Kil.) Angvik, a station of the Sundal steamer (p. 171), whence we cross the Sundalsfjord by rowing-boat to (6 Kil.) Koksvik i Thingvold, also a steamboat-station. At both of these places a steamer calls twice weekly in each direction. We then proceed by carriole to (7 Kil.) Bolsæt, and by rowing-boat to (7 Kil.) Stangvik (good quarters), a station of the Surendal steamer. Then again by carriole to —

15 Kil. † Aasen, not far from the steamboat-station of Surendalseren and the Surendal.

10 Kil. †Haanstad; 16 Kil. †Aune; 9 Kil. †Foseide, near the church of Rindalen; 14 Kil. †Garberg; 19 Kil. †Aartivold.

12 Kil. + Bak i Orkedat. [About 8 Kil. to the N. lies Orkedalsoren (p. 205), whence on Mon., Wed., Frid., and Sat. afternoons the steamer 'Orkla' sails for Throndhjem.]

19 Kil. † Eli; 10 Kil. † Saltnæssanden; 8 Kil. Heimdal, a station on the Christiania and Throndhjem railway (p. 210.)

# 25. From Domaas (Molde or Lillehammer) to Støren (Throndhjem).

159 Kil. (88½ Engl. M.). Road, with fast stations, comparatively little used since the opening of the railway described in R. 26. Travellers from Molde who combine this route with a visit to the Romsdal usually take four days to reach Throndhjem from Aak or Veblungsnes (p. 126), though it is possible to travel more quickly. 1st Day, to Stuefloten (p. 123); 2nd Day, to Domaas; 3rd Day, to Rise or Aune; 4th Day, to Stepen, and in the evening by train to Throndhjem.— Walking is recommended from Domaas to Fogstuen (6 Engl. M.), from Jerkin to Drivstuen (16 M.), and from Austhjerg to Bjerkaker (8 M.).

From Molde or Lillehammer to Domaas, see R. 15. Domaas lies at the S. base of the Dovrefjeld, the most famous of the Norwegian mountain ranges, which separates Southern (Søndenfjelske) from Northern (Nordenfjelske) Norway. As the Norwegian mountains do not form well-defined chains like the Alps, but consist of vast tablelands, intersected here and there by valleys, there are no passes here in the Swiss sense of the word. After reaching the lofty plateau the road runs for many miles without much variation of level, and then descends gradually to the 'nordenfjelske' valleys. A great part of the route traverses lofty, bleak, and treeless solitudes, passing rock-strewn tracts, swamps, gloomy lakes, and dirty masses of snow, and is therefore far from picturesque. The solemn grandeur

of the scenery, however, has a peculiar weird attraction of its own, and the pure mountain-air is remarkably bracing and exhilarating. For botanists, zoologists, and sportsmen there are also abundant attractions. Beyond Kongsvold, however, the character of the landscape changes. The road traverses the highly picturesque gorges of the Driva and the Orkla, beyond which the country presents a more smiling aspect and is comparatively well peopled. As Throndhiem is approached the vegetation will strike the traveller as being remarkably rich for so northern a latitude (nearly the same as that of the S. coast of Iceland).

The road at first ascends very rapidly, traversing moor and swamp, scantily overgrown with stunted pines. Looking back, we obtain an imposing survey of the mountains. To the W. lies the Lesjevand (p. 121), which we passed on the way from the Romsdal to Domaas. In about 1 hr. we reach the plateau. The road then crosses the Fogsage, an affluent of the Glommen. To the left are extensive mountain-plains where the sources of the Driva take their rise, the waters of which descend to Sundal. On the Fogstuhe we observe three sæters on the right and others to the left. To the N.W. rise the Hundsjø and Skreda-Fjeld, and beyond them the Snehatta, the snow-field and glacier of which in its W. basin ('Botn') are distinctly visible.

10 Kil. (pay for 11) + Fogstuen (3190 ft.; tolerable station) is one of the four 'Fjeldstuer', or mountain-inns, which were founded by government on the Dovrefield for the accommodation of travellers so far back as 1107-10. The landlords still receive an annual subsidy from government, and it is part of their duty to keep the roads open in winter and to forward the mails. The other three 'Fjeldstuer' are Jerkin, Kongsvold, and Drivstuen.

'From my inmost soul I commended the good king Eystein, who in 1120 built these four Fjeldstuer on the Dovrefjeld for the benefit of way-

From Fogstuen the old road, now disused, leads across the lofty Hardbakke (3750 ft.) direct to Toftemoen in the Gudbrandsdal (p. 120). — L. v. Buch, who traversed this route at the end of April (i.e. in winter) writes: 'The lofty pyramid of the Snehætta then came in sight in the midst of the fog, several miles to the north. So rises Mont Blanc, when seen from the Brevent, from its mantle of ice. It is not a mere mounatin, but a mountain on a mountain. A great and sublime apparition commanding the whole of this solitude'.

The road from Fogstuen to Jerkin is nearly level the greater part of the way, and the scenery is monotonous. We pass several lakes (Nusater Lake, Vardesia, and Afsia) formed by the Fogsade, which farther on is called the Folda. On the left rises the insignificant Vardesiøhø, and on the right are the Blaahøer. On the Vardesjø (also known as the Foldasjø), and to the right farther on, there are several sæters.

21 Kil. + Jerkin (3140 ft.; excellent station), situated in the midst of wild and desolate scenery, is a good starting-point for reindeer-stalkers and anglers, and also for the ascent of the Snehætta. The \*Kitchen of the old house, with its antique carved furniture, is an object of great interest. One of the chairs dates from 1676. Pleasant walk to the Jerkinho, the highest point on the old road (4100 ft.).

The Snehætta (7770 ft.; 'snow-hat'), which ranks about sixth among the mountains in Norway in point of height, is most conveniently ascended from Jerkin. The ascent was accomplished for the first time by Esmark from Jerkin. The ascent was accomplished for the first time by Esmuria at the end of last century, and has very frequently been made since. Guide 2, horse 4 kr.; 'Niste', or provisions, necessary.) For 3-4 hrs. we ride across an exceedingly bleak rocky and mossy tract, crossing several torrents, and lastly ascend on foot for 2-3 hrs. over masses of rock covered with snow and ice. For the whole excursions 12 hrs. at least should be allowed. In clear weather (which is rare on the Dovretjeld) the view is very extensive in every direction, but deficient in picturesqueness and far inferior to that from the Galdhøpig (p. 146). The chief object of inter-

far inferior to that from the Gaidhøpig (p. 140). The chief object of interest is the finely shaped mountain itself, composed of mica-slate.

A not unattractive route, with fast stations, leads from Jerkin through the Foldal to Lille-Elvdal in the valley of the Glommen (railway-station, p. 208). The stations are: 17 Kil. + Dalen, 17 Kil. + Krokhaugen, 18 Kil. + Ryhaugen, and 33 Kil. Lille-Elvdal. From Krokhaugen a road leads to the S. to the Atnevand and the Rondane (see p. 207).

The new road from Jerkin to Kongsvold ascends a hill to the W., and then descends gradually to the Svonaae, the course of which it now follows. We enjoy a very striking \*VIEW of the Snehætta, which looks quite near. The road crosses the boundary between the Stift of Hamar and that of Throndhjem, and gradually descends into the valley of the rapid Driva, the course of which it follows down to Aune.

10 Kil. (pay for 13) + Kongsvold (about 3100 ft.; excellent station) also forms good headquarters for sportsmen. The Snehætta may be ascended hence almost as easily as from Jerkin. Beyond Kongsvold the road descends through the very picturesque \*Ravine of the Driva, the first part of which at least should be traversed on foot. In winter the route formerly used was the frozen and snow-clad river, while the summer-route, called the Vaarsti ('spring-path'), was a very steep and tortuous path on the right bank of the stream. Pedestrians are recommended to follow this disused route, which is very interesting, and to send on their horses to the point where it rejoins the road. This ravine is bounded by enormous precipices, from which numerous waterfalls descend, while the Driva itself forms a series of magnificent cataracts. Fine Alpine flora.

15 Kil. † Drivstuen (good station), the fourth of the 'Fjeldstuer' on the Dovrefjeld. The valley expands and the vegetation becomes richer. Birches and pines clothe the slopes. A few fields of barley and potatoes also appear. Scenery still fine. The road passes the Aamotselv and crosses the Driva by a handsome new bridge, a little beyond which is a gorge called Magalaupet (Laup, 'gorge', 'gully'), crossed by a genuine old-fashioned Norwegian bridge, where the traveller should alight to inspect the scene. The Driva forms imposing waterfalls here. The broad Drivadat, a

lower and more fertile zone of the valley, now suddenly comes in view, and we descend to —

12 Kil. (pay for 17) † Rise (tolerable station). The Vinstra, descending from the right, falls into the Driva here. The Dovrefjeld terminates at —

10 Kil. Aune (about 1750 ft.; good station), sometimes called Ny-Aune or Ny-Ovne, in the Opdal. To the W. rises the lofty

Munkevoldsfjeld, and to the E. the Allmandbjerg.

From Aune an interesting road diverges to the left, following the Driva, which is afterwards called the Sundalselv, and descends the Sundal to Sundalseiren. The stations on this road are all fast. — The somewhat hilly road leads first to (11 Kil.) + Aulbu and then descends through a ravine, passing Gravaune, to (16 Kil.) + Sliper (1800 ft.). It next crosses the Gravier, a hill at the side of which the Driva rushes through a deep gorge. At (9 Kil.) + Gora begins the Sundal, a valley which vies in grandeur of scenery with the Romsdal. The road follows the course of the Sundalselv pretty closely. 17 Kil. + Storfale. Avalanches and stones frequently fall from the dizzy heights of the Romfogkjærringerne, Klengfjeld, and Hoaasnæbba, and at some of the most dangerous points the traveller is warned by his attendant to drive as quickly as possible ('Sneeskred! kjør til').

18 Kil. + Sundalsøren (accommodation at the 'landhandler's'), at the S. end of the Sundalsfjord, on which a steamer plies twice weekly in 8 hrs. to Christiansund (comp. p. 171). The neighbouring mountains rise to a height of 5000-6000 ft., the most conspicuous being the Grønnæbba and Hofsnæbba to the N., and the Kalken to the S. To the S. opens the romantic "Lilledal, which may be visited by carriage in 3-4 hrs. (road to Dale, 11 Kil.). — If the traveller misses the steamboat, he should take a rowing-local to (22 Kil.) Eidsøren (p. 197) and drive thence by carriole

to Eidsvaag (p. 197).

Beyond Aune the road quits the valley of the Driva and becomes uninteresting. It follows the course of the *Byna* and crosses the low watershed between that stream and the *Orkla*, which afterwards falls into the Throndhjem Fjord at Ørkedalsøren (see below). Beyond —

14 Kil. † Stuen, or Nystuen (good station), the road descends to the Orkla, which is crossed by a handsome bridge. The river forms a fine waterfall here. Then a steep ascent to—

11 Kil. † Austbjerg (1365 ft.; tolerable), from which the road, still ascending, and traversing forest, follows the magnificent \*Ravine of the Orkla, the bed of which in 700 ft. below us. Beau-

tiful views, particularly of the snow-mountains to the S.W. 12 Kil. + Bjerkaker (good station) lies at the highest point of

his part of the road.

From Bjerkaker a road with fast stations leads to (93 Kil. or 58 Engl. M.) Brkedalsøren on the Throndhjem Fjord, whence a steamboat starts for Throndhjem four times weekly (see p. 211). The road passes Gaard Hoel, where a famous drinking-horn is still shown, presented by Christian V., out of which Charles XIV. John (Bernadotte), Oscar I., and Charles XV. respectively drank when on their way to be crowned at Throndhjem. The horn bears inscriptions relating to its history. A huge birch-tree at Hoel, 9 ft. in circumference, is also worthy of notice. The first station is (14 Kil.) †Haarstad. Farther on we pass Gaard Uf, with a very old building, the wood-carving on which is said to have been executed by the Jutuls (giants) with their finger-nails. Next station

(14 Kil.) † Grut: then (11 Kil.) † Kalstad i Meldalen, from which a road leads to the W. vià Garberg and Foseid to Surendalseren (p. 204). Our road, which leads due N., passes Lokkens Kobberværk, crosses the Orkla, and next reaches (15 Kil.) † Aarlivold (good quarters), whence a road to the S.W. also leads to Surendalseren, while another road leads to the E. to (17 Kil.) Kraakstad and the (17 Kil.) Hovin railway-station (p. 210). From (12 Kil.) † Bak, the next station on our route, a road leads to the E. viâ (17 Kil.) By and (12 Kil.) Saltnæssaalen to (11 Kil.) Heimdal, a railway-station near Throndhjem (p. 210). We next reach (8 Kil.) † Brkedalsøren (Inn, kept by the schoolmaster), from which Throndhjem may be reached by steamboat in 3-4 hrs. (comp. p. 211).

Beyond Bjerkaker the scenery continues fine. The road traverses the Soknedal and follows the course of the Igla, and afterwards that of the Stavilla-Elv and Hauka-Elv, the united waters of which fall into the Gula at Støren. The vegetation becomes richer, and the traveller might imagine he was approaching a more

southern region instead of so high a latitude.

12 Kil. - Garlid (good station) lies on a height to the left. The road descends through a picturesque ravine with waterfalls and mills. In the reverse direction this stage is trying to the horses.

10 Kil. † Prasthus (very poor). Handsome gaards to the right.

Adjacent is the church of Soknedal or Sogndal.

14 Kil. † Støren, or Engen i Støren (Hotel, adjoining the railway-station). Travellers arriving here and intending to start again soon by train should drive direct to the railway-station. — From Støren to Throndhjem (about 2½ hrs. by train), see p. 210.

## 26. From Christiania to Throndhjem.

560 Kil. (347 Engl. M.). RAILWAY (Nordbanerne). In summer a throughtrain runs daily, accomplishing the whole distance in 24 hrs. At other seasons the early train from Christiania stops for the night at (15 hrs.) Tonsæt, and goes on next day to (10½ hrs.) Throndhjem. In the reverse direction the night is spent at Koppang. Fares from Christiania to Throndhjem, 29 kr. 70, 17 kr. 58 g. Beyond Hamar the railway is a narrow-gauge line, and as the carriages are not provided with spring-buffers, passengers often sustain a severe jolting at starting and drawing up. There are two classes only, called 1st and 2nd, but corresponding to the 2nd and 3rd classes of most other railways. — There are few railway-restaurants on the line. Dinners are provided for travellers going N. at Hamar and Singsaas (1 kr. 25 g.), notice being given to the guard at Eidsvold or Tyvold. Going S. travellers order dinner at Singsaas or Stenviken and receive it at Roros or Hamar. It is advisable to write or telegraph to the hotels at Tonsæt or Koppang in order to secure a comfortable room.

With the exception of Lake Missen there is almost nothing on this route to induce the traveller to make any stoppage or detour. The scenery is monotonous, and the extensive forests on the E. frontier present attractions only to sportsmen and anglers. Of the numerous lakes in the district traversed by the railway the largest is the Famund-Sis, which

may be visited by carriole from Rena or Koppang.

From Christiania to (68 Kil. or 42 Engl. M.) Eidsvold (410 ft), see p. 113. — The railway journey from Eidsvold to Hamar presents little variety of scenery, but is preferable to the longer steamboat journey. To the left we have a view nearly the whole

way of the Mjøsen (p. 114), the Skreiafjeld (p. 114), and the Helgeø (p. 115); to the right, in the distance, are the mountains of the Østerdal. The train follows the right (W.) bank of the pretty Vormen to its efflux from the Mjøsen, near—

75 Kil.  $(46^{1}/_{2}$  Eugl. M.) Minne (465 ft.). At the Minnesund it crosses the river by an iron bridge, 65 ft. high and 1180 ft. long,

and then skirts the E. bank of the Mjøsen.

84 Kil. (52 M.) Ulvin (420 ft.), commanding a fine view of the Bay of Feiring, on the opposite side of the lake. The train now enters the Hedemarkens Amt. 97 Kil. Espen (425 ft.), situated on the picturesque bay of Korsødegaard. 102 Kil. Tangen (540 ft.), with the church of the same name. In the fertile environs lie the gaards of Korsøde, Hof, and Vik. The train now ascends through a solitary wooded region, the highest point of which is about 330 ft. above the Mjøsen. Beyond (114 Kil.) Stange (730 ft.) it descends through a well-tilled district. 119 Kil. Ottestad (610 ft.), situated on the Akersvik, which the train crosses by an embankment and a bridge.

126 Kil. (78 M.) Hamar (410 ft.), see p. 114.— We now change carriages, and proceed by the narrow-gauge Roros Railway.

The train gradually ascends the sparsely peopled and at places thickly wooded region of Hedemarken. The scenery is uninteresting, and the stations are unimportant. 129 Kil. Aker (405 ft.); 131 Kil. Hjellum; 135 Kil. Ilseng. Near (139 Kil.) Hørsand (570 ft.) we obtain a fine view of the Skreia Mts., to the S. of Lake Mjøsen. 141 Kil. Aadalsbrug. Beyond (144 Kil.) Løiten (760 ft.) we pass the drilling-ground of Terningmoen, and soon reach—

158 Kil. (98 M.) Elverum (600 ft.; Rail. Restaurant; \*Erlandsen's Inn; Nielsen's, in the adjacent Hummeldal), a prettily situated village, almost presenting the appearance of a town, situated on the left bank of the Glommen, the valley of which the train follows all the way to Roros. The river is crossed by a long bridge. The important Grundset-Marked, a great horse and timber fair, takes place here annually in March. The environs of Elverum are strewn with pleasant-looking farms. The peasantry of the Østerdal, or district traversed by the Glommen and its affluents, are among the richest in Norway, some of their forest-estates embracing an area of many square miles. Until recently the value of timber here was small, from lack of means of transport, but it has largely increased since the completion of the railway. The gaards of the wealthier landowners are most comfortably and even luxuriously fitted up, although their proprietors still adhere with pride to their original name of peasants or farmers (Gaardbruger). At the end of June or beginning of July a number of these stalwart yeomen are frequently to be seen at Christiania, where it is not uncommon for a single proprietor to conclude a contract for the sale of a hundred thousand crowns' worth of timber. The timber is felled in autumn and winter, during which seasons the hardy wood-cutters often spend weeks in the forest, in spite of the intense cold, passing the night in wretched little huts. Comp. Broch's Kongeriget Norge (Christiania, 1876).

The next stations are (164 Kil.) Grundset and (171 Kil.) Exna (660 ft.). Near (184 Kil.) Aasta the train crosses the river of that name.

190 Kil. (118 M.) Rena (735 ft.; Rail. Restaurant), prettily situated near the church of Aamot, in the vicinity of which are several inns. 204 Kil. Stenviken, where the train crosses to the E. bank of the Glommen (views to the left). 214 Kil. Ophus (805 ft.). To the right a precipitous wall of rock. The Glommen forms several lake-like expansions. Beyond (237 Kil.) Stai (860 ft.) the mountains enclosing the valley become higher.

247 Kil. (153 M.) Koppang (914 ft.; \*Hansen, 200 paces to the left of the egress from the station; \*Jernbane Hotel, opposite the station, R. 1½, S. 1½ kr.; Koppang Hotel; Skydsstation, in the village, 10 min. distant), situated on a height above the river and commanding a good view of the valley. To the W., rising above the forests, are several lofty mountains, the tops of which are carpeted with yellow moss. The village of Vestgaard, with the church of Store Elvdal a little to the S. of it, is picturesquely situated on the opposite bank of the Glommen, about 10 min. walk from the railway-station.

The train now runs through the woods, at a considerable height above the Glommen, and crosses two bridges. Fine views towards the S. The ground is often completely covered with lichen and moss. The mountains increase in height, and the valley contracts. Large masses of 'Epilobium', a plant of which the roots and young shoots are eaten by the Norwegians, are seen here hung up to dry on hedges and frames.

272 Kil. (169 M.) Atna (1170 ft.), near the mouth of the Atneelv, is the station for several gaards on the opposite bank.

An interesting excursion may be taken hence comp. p. 118) to the W. to Solliden and Atnebro (good quarters at the gaards Nassel, Branden, Uti, and Troen), near the Atne-Sjø, commanding an imposing view of the chief peaks of the Rondane: the Rondeslot (7100 ft.), the Høgrond (6700 ft.), the Stygfield (6730 ft.), and the Rundvashøgda (6900 ft.). These peaks may be ascended from Strømboden in the upper Atnedal, and through the Langglupdal. (Ola Strømboden, at the Søndre Gaard of Strømboden is a good guide.) — From Strømboden a path leads across the hills to the Bjornhul-Sæter (good quarters), the Musu-Sæter, and through the Uladal to the S. to Moen in the Gudbrandsdal (p. 119). — A road leads from Atnebro to Strømbu. Blæsterdalen (to the E. of which rises the Stor-Sølen or Døle Sølen, 5800 ft.), and (33 Kil.) Krokhougen-Foldalen, on the road between Lille-Elydal and Jerkin (p. 203).

285 Kil. (177 Engl. M.) Hanestad (1250 ft.), opposite which, on the other side of the Glommen, rises the imposing Grettingbratten. The train skirts the river, and then again enters a monotonous

wooded district. At (304 Kil.) Barkald (4485 ft.) the Glommen forms the Barkaldfos. In the distance rises the snow-clad Tronfield; to the W. are high mountains covered with debris (Ur). Near Barkald is the curious gorge of Jutulhugget, enclosed on every side except the E., and formed, according to local tradition, by the attempt of a giant to divert the waters of the Glommen into the Randal.

324 Kil. (201 M.) Lille-Elvdal (1660 ft.; Rail. Restaurant), whence a road ascends the Elvdal to Jerkin (p. 202). Near the railway is a new church. A bridge crosses the Glommen here, and there is another a little lower down. — The train now skirts the base of the Tronfjeld (5720 ft.), a lofty mountain consisting of gabbro and serpentine rocks, which may be ascended from Lille-Elvdal, and commands an extensive view (carriage-road nearly the whole way to the top). It appears in its full grandeur as we leave it behind us. — 337 Kil. Auma (1600 ft.). Near this point are large tracts of dead pine-trees, killed by the extreme cold of winter, when the thermometer sometimes sinks 60° Fahr. below zero. The scenery is very dreary.

347 Kil. (215 M.) Tensæt (1620 ft.; \*Jernbane Hotel, at the station; \*Tensæt Hotel, 100 yds. to the right of the egress from the station), situated near the confluence of the Tennas and the Glommen, principally on the right bank of the latter. A good road with fast stations leads hence, vià Kvikne in the Orkladal (the birthplace of Bjernson, the novelist), to Austbjerg (p. 204). Farther on the line traverses the extensive Godtlandsmyr. To the W., on the right side of the Tronfjeld, rise the summits of the Rondane (p. 207).

358 Kil. (222 M.) Telnæs (1620 ft.). The train now ascends more rapidly, running high above the Glommen, which here breaks through barriers of slate. Pasturage now takes the place of tilled fields. 368 Kil. Tolgen (1685 ft.), in an open situation. On the other side of the Glommen, which is here spanned by a wooden bridge of a single arch, stands a large red church. To the right rises the Hummelfjeld (5150 ft.). The vegetation now assumes a thoroughly Alpine character.

 $385~{\rm Kil.}$  (240 M.) Os (1975 ft.); the village lies on a slope (Lid) on the opposite bank. Beyond Os the train crosses the

Nornenelv, traverses a wide moor, and reaches -

399 Kil. (247 M.) Revos or Revaus (2060 ft.; Larsen's Hotel; \*Rail. Restaurant), with 2000 inhab., situated on a dreary and inclement plateau, where winter prevails for fully eight months in the year. The town was founded in 1646 after the discovery of the neighbouring copper-mines, to which alone it owes its existence. It lies on the Hitterelv, and not far from the Glommen, which describes a bend to the W. of the town. The old timber houses, with roofs of turf, and the large church of 1780 give the town a quaint and picturesque appearance. The railway-station, like the others

on this line, is constructed in a rustic style to harmonise with the older buildings. Corn does not ripen here, and cattle-breeding is the only resource of the inhabitants, apart from the copper-mines

and the trade they support.

The annual yield of the mines is about 280 tons of pure copper, and that of the two centuries since they were discovered is said to have been worth 72 million kr. in all (4.000,000l.). Far and near, the woods which formerly existed here have been cut down and used as fuel, but the works are now carried on with the aid of coal brought by the railway. The principal mines are Storvarts Grube, 2716 ft. above the sea-level, 9 Kil. to the N.E., the ore of which yields 8 per cent of copper; near it, Ny Solskins Grube; to the N.W. of the town. 14 Kil., Kongens Grube, yielding 4 per cent of copper; Mug Grube, 22 Kil. distant. The smelting-works are the Reros Hytte, the Dragaas Hytte at Aalen, and the Lovisa Hytte at Litle-Elvaal.

From Roros, which is a terminal station, the train returns on the same rails for a few hundred yards to the main line (views to the left). It then passes Storskarven on the right, and traverses a bleak and monotonous plateau. The wide expanses of turf are bordered by extensive terraces of glacial detritus and sandhills, which by dint of painstaking and ample manuring have been converted into pastures. Near (406 Kil.) Nypladsen (2055 ft.) is the Kongens Grube, with the huts of the miners. Large piles of copper ore (Kobbermalm) are generally to be seen waiting for transport at the station. A little farther on is the site of an old furnace, marked by its deep copper colour. - We now cross the turbulent Glommen, which descends from the Aursund-Sjö (2154 ft.). Beyond (412 Kil.) Jensvold (2090 ft.), the train crosses large expanses of debris. A stone to the left marks the highest point of the railway (2200 ft.), on the watershed between the Glommen and the Gula, the latter of which flows N. to the Throndhjem Fjord.

420 Kil. (260 M.) Tyvold (2180 ft.). The train descends circuitously on the slope of a broad mountain basin. Beyond (432 Kil.) Reitan (1780 ft.) it passes on the left some picturesque gaards in the old Norwegian style, and traverses several cuttings through the rocks. Below, on the Gula, lies the church of Hov.

442 Kil. (274 M.) Eidet (1385 ft.). At the bottom of the valley here is a small copper smelting-work. We now reach the most picturesque part of the line, and the traveller should take a seat in the open compartment at the end of the train. The train crosses the Droilierne, passing through seven short tunnels, and enters the deep wooded ravine of the Droin, which it traverses by means of a lofty bridge. In the cuttings we distinguish first the clay-state, and afterwards the granite and gneiss formations. 454 Kil. Holtaalen (990 ft.), prettily situated in the bottom of the valley, with an old timber-built church. The costume of the peasantry here is interesting, usually consisting of a red jacket, leathern breeches, and a Toplue or peaked woollen cap. We now descend the valley of the Gula to (463 Kil.) Langlete and (472 Kil.) Reitstoen (675 ft.). The scenery continues picturesque.

480 Kil. (298 M.) Singsaas (545 ft.; Restaurant), with a bridge over the Gula. Large terraces of debris to the left mark the entrance of the Forradal. On the same side is a fine waterfall. -486 Kil. Bjørgen (457 ft.), prettily situated. Three short tunnels. 199 Kil. Rognæs (300 ft.), with another bridge over the Gula. A little above Støren, to the left, lies the church of Engen, situated at the confluence of the Soknaelv and the Gula. We then cross the Gula and reach -

510 Kil. (316 M.) Støren (290 ft.; see p. 205), beautifully situated on the Gula. The scenery here presents a park-like appearance; the valley is well cultivated at places, and the rocky mountains enclosing it are partly wooded. Road from Støren over

the Dovrefjeld to the Gudbrandsdal, see R. 25.

The remaining stations are unimportant. Beyond (517 Kil.) Hovin (170 ft.) the train crosses the river, which here forms the Gulefos. 524 Kil. Lundemo; 530 Kil. Ler (80 ft.). We now quit the valley of the Gula, which turns to the W. and flows into the Gulosen, an arm of the Throndhjem Fjord. The train ascends to (535 Kil.) Kvaal (160 ft.) and then re-descends to (538 Kil.) Søberg (40 ft.) and (541 Kil.) Melhus, with a picturesquely situated church. Numerous terraces and mounds of debris, probably due to glacier-action, are passed. Shortly before reaching Nypen, which is called at only by local trains, we obtain a fine view of the fjord, to the W. of Throndhjem.

Between (551 Kil.) Heimdal and (557 Kil.) Sluppen the train crosses the Nid by a bridge which commands a beautiful \*View of Throndhjem and its amphitheatre of hills, with the Stenbjerg on the left, the Blasevoldbakken on the right, and the fjord in the distance. The train again crosses the Nid and enters the small S. station of --

560 Kil. (347 M.) Throndhjem, see below.

## 27. Throndhjem and its Environs.

'Det er saa favert in Throndhjem at hvile' 'Tis so pleasant in Throndhjem to dwell. (Burden of an Old Song.)

Arrival. The station of the South Railway (R. 26) is situated to the S. of the town, near the cathedral; the station of the East Railway (p. 218, and R. 49) lies to the N. of the town, by the harbour. Carriages and porters (Bybud) with hand-carts (Triller) await the arrival of passengers at the railway-stations, and also at the quays at the mouth of the Nid near the *Toldbod (Brateren)* or on the *Nykaie*. A slight custom-house examination takes place on board the steamer. The principal hotels are all about 5-10 min. walk from the stations and the quay.

Hotels. \*Britannia, Dronningens-Gade, R. from 1 kr. 60, L. 40, A. 40, B. or S. 1 kr. 40 ø., D. 3 kr. \*Victoria, Dronningens-Gaden 64; \*Hôtel d'Angleterre, Nordre Gade: Bellevue, adjoining the last, commercial. Restaurants. Harmonie, Munke-Gade, at the corner of the Torvet. -

Spirits cannot be obtained either in the hotels or restaurants (comp. p. 67). Post and Telegraph Office at the corner of the Nordre and Kongens-Gade.

Skyds-Station: Ole Wold, Børsvendveiten. - Carriages: P. Røst, Carl-Johans-Gaden, and Kolberg, Ørjaveiten, both near the Angleterre; O. Solberg, Apothekerveiten, at the back of the Britannia; Ellefsen, Gau-

Banks. Norges Bank, at the corner of the Kongens-Gade and Kighmands-Gade; Privatbank, Søndre Gade; Nordenfjelske Kredit-Bank, in the same street; and several others. Money may also be exchanged at Mr. Kjeldsberg's, the English vice-consul, at the corner of the Strand-Gade and Søndre Gade, and at Mr. Claus Berg's (firm of Lundgrens Enke), the American vice-consul, Munke-Gaden, at the corner of the Torv. The usual bank office-hours are 10-2 o'clock.

Consuls. English and American, see above. German, A. Jenssen, junr., Kjøbmands-Gaden; French, H. Lundgren, same street; Austrian.

Ch. Toulow, Munke-Gaden. Also Danish, Russian, and others.

Baths. Warm, shower, vapour and Turkish baths in the new Bath House, at the corner of the Dronningens-Gade and Krambodveiten. Sea Baths, on the breakwater, reached by boat from the N. end of the

Munke-Gade.

Shops. Preserved meats, biscuits, wines, spirits, etc. at Kjeldsberg's and at Lundgrens Enke's (see above). A cheap and not unpalatable spirit and at Lundgrens Enkers (see above). A cheep and not imprimisely open in great local repute is that of the distillery of Lysholm, Strand-Gade. — Furs at J. N. Bruun's, Strand-Gade 37, one of the best shops of the kind in Norway; eider-down 16-24 kr. per lb., according to quality. — Carved wood, 'Tolleknive', etc. at Blikstad's opposite the Victoria Hotel. Booksellers: Staff & Gramm, Nordre Gade (also Northern antiquities); A. Brun, Kongens-Gade. — Photographs at Brukstad's, Søndre-Gade.

Newspapers at the Athenœum Club, in the Harmonie building, at the S.W. corner of the Tory (introduction through a member), and in the

Reading Room of the Britannia Hotel.

Theatre and Concert Room, at the corner of Prindsens-Gade and Vestre-Gade. — The Hjorten, a 'Lyststed' or kind of 'Tivoli', at the W. end of the Ihlen suburb, is a popular resort (theatricals and music fre-

quently in summer).

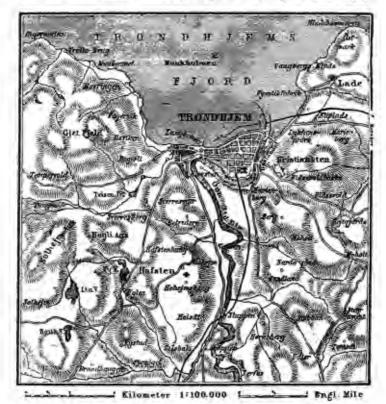
Steamboats. All the steamboats start from the pier (Brateren) at the mouth of the Nid, the larger generally at high tide only, the smaller at any time. It should be noted that the larger vessels sometimes start from the pier before their time and cast anchor off Ihlen, the W. suburb. The principal services are at present the following (comp. Communicationer). Towards the S.: to Christiansund on Sun., Tues., and Thurs. mornings; to Christiansund and Bergen on Thursdays; to Christiansund, Bergen, and Christiansand every third Thurs. (afternoon); the same and on to Christiania on Tues. afternoon and every third Wed. (afternoon); to Hamburg on Sat. afternoons; to Hull on alternate Thursdays. - Towards the N. to Tromse, Hammerfest, the North Cape, and Varde on Wed., Thurs., and Sat., the Wed. steamer going on to Vadsø. — In the FJORD: to Grkedalsøren on Mon., Wed., and Frid. morning and Sat. afternoon; to Bejan once every morning and twice every afternoon except Friday; to Levanger and Værdalsøren on Sun, and Thurs, morning; to Stenkjær on Mon., Wed., and Sat. morning. - All the coasting and local steamers stop at numerous stations. The above services are of course liable to alteration.

English Church Service in summer in the Chapter House of the Cathedral.

Points of Interest. Cathedral (p. 214); walks to Christiansten on the E. side of the town (p. 216), and to the Stenbjerg to the S.W. - A fa-

vourite excursion is to the Lerfos (31/2-4 hrs. there and back).

Of all the larger towns in Europe Throndhjem, with 22,600 inhab., is the northernmost, being situated in 63°30' N. lat., or in a line with the S. coast of Iceland. It lies on a peninsula at the mouth of the Nid, and on the N. bank of the very extensive and picturesque fjord called after it. The vegetation of the beautiful undulating envirous is remarkably rich for so northern a latitude. and among the trees fine old walnuts occur frequently. The mean annual temperature is about 42° Fahr. (corresponding with the mean winter temperature of the S. coasts of England and Ireland), while that of Christiania is 41° only (that of the Shetland Islands 45°). Christiania, on the other hand, is warmer in summer and colder in winter, the July temperature being 62° and that of



Throudhjem 53° only. Many of the inhabitants are wealthy and prosperous, and they have long been noted for the kindliness of

their disposition. The town is the capital of the district of Threndelugen, and its

inhabitants are called 'Thrender'. The greater part of it lies on the Nidornas, a peninsula resembling a fig in shape, formed by the fjord on the N. side and the circuitous course of the Nid on

the S.W., S., and E. sides. At a bend of the river to the W., where it approaches within a few hundred paces of the fjord before making its final sweep round the town, lies the suburb of Ihlen (probably from Ile, 'an intrenchment'). Opposite, on the right bank of the river, is the peninsula called  $\theta$ en. The Nid then falls into the fjord at Bratoren on the E. side of the town. Beyond its mouth, to the E., rises the suburb of Baklandet ('hilly land'), with picturesque heights beyond it, the chief of which is the Blase-valdbakken (p. 216), with the old fortress of Christiansten, terminating in the promontory of Hladehammeren. On the S.W. side of the town, to the S. of Ihlen, rises the Stenbjerg (p. 210). All these heights command picturesque views.

The town is regularly and on the whole handsomely built, although chiefly of timber. The wideness of the streets, which generally intersect each other at right angles, is intended to diminish the danger of fire. The windows of many of the houses are embellished with a beautiful show of flowers. In the Kongens-Gade are several tastefully-kept little gardens, where the Sorbus Scandia frequently recurs.

Down to the middle of the 16th cent. the name of the town was Nidaros ('mouth of the river Nid'; Aa, Aar, signifying 'river, and Os, 'estuary') or Kaupanger i Thrándhjem ('merchants' town in Throndhjem'), after which period the present name came into general use. Like Upsala in Sweden, Throndhjem, which has been called the 'strength and heart of the country', may be regarded as the cradle of the kingdom of Norway, and it was on Bratgren here that the Norwegian monarchs were usually elected and crowned. Here, too, was the meeting-place of the famous Grething. So early as the year 996 Olaf Tryggvason founded a palace to the S. of Bratøren and a church which he dedicated to St. Clement. St. Olaf, who is regarded as the founder of the town (1016), revived the plans of Olaf Tryggvason, which had fallen into abeyance after his death, and after the death of 'the saint' at the battle of Stiklestad (1030) a new impulse was given to building enterprise. His remains were brought to Throndhjem and buried there, but were soon afterwards transferred to a reliquary and placed on the high-altar of St. Clement's Church, where they attracted hosts of pilgrims, not only from other parts of Norway, but even from foreign countries. The spot where St. Olaf was originally buried was by the spring adjoining the S. side of the choir of the present cathedral, and on that site a magnificent church was subsequently erected. Though now little more than a fragment, having been repeatedly destroyed by fire and sadly disfigured by alterations and additions, it is still the most beautiful and interesting church in the three Scandinavian kingdoms. The reverence paid to St. Olaf gradually rendered Throndhjem one of the largest and wealthiest towns in Norway, and gave rise to the erection of no fewer than fourteen churches and five monasteries. At a later period terrible havor was caused by civil wars, pestilence, and conflagrations; and the pilgrimages, to which the place owed so much of its prosperity, were at length put an end to by the Reformation. The precious reliquary of the saint was removed by sacrilegious hands from the altar in the octagon of the choir, while his remains were buried in some unknown spot, and most of the churches and monasteries were swept away. In 1796 the population numbered 7500 souls only, and in 1815 not above 10,000.

Since the Peace of 1814 Throndhjem has rapidly grown in size and wealth, and it bids fair to become a city of still greater im-

portance through the new railway to Östersund and Sundsvall in Sweden (see p. 218 and R. 49), as its fjord forms the natural harbour for a great part of the Swedish 'Norrland'. In anticipation of a large increase of traffic a new *Harbour* and *Railway Station* have been constructed on the N. side of the town.

The \*Cathedral, situated on the S. side of the town, near the Nidely and the present railway-station, has for several years been undergoing a thorough and judicious restoration under the superintendence of the architect Hr. Christie, and the chapter-house (English service in summer) and the octagonal choir are now completed. The work will probably extend over several decades, but will doubtless progress steadily, as annual subsidies are granted both by government and by the town itself, and regular subscriptions are received from private persons who are justly proud of this noble national monument. The church is shown daily, 12-1 o'clock, by a student (no fee; but strangers are expected to make a small donation towards the restoration-fund). At any other time the sacristan may be applied to for admission, and visitors may sometimes enter unattended whilst the masons are at work. The connection and history of the different parts of the building are not easily understood without the aid of a guide, especially if the traveller visits it only once. Those who possess a moderate acquaintance with Danish will find Nicolaysen's 'Om Throndhjems Domkirke' (60 a., sold in the cathedral) a useful little guide, or they may consult P. A. Munch's larger work on the same subject, or the German work of Minutoli. — The first point to be borne in mind is that the building of the church extended over a century and a half, and that it underwent repeated alteration. The architects were, moreover, bound to the site of St. Olaf's original burialplace, for it was there that they had to erect the altar destined for the reliquary containing the holy man's remains. The church originally built by Olaf Kyrre was a simple basilica, about 150 ft. in length and 40 ft. in width. Throndhjem having been erected into an archbishopric in 1151, the crowds of pilgrims continued to increase, and the church was found inadequate for their requirements. Eystein (or Øystein, 1161-88), the third of the archbishops, accordingly erected the spacious Transept, with a tower over it, and also the \*Chapter House (in which he lies buried) on the N. side of the choir, both in the Romanesque style. Of the appearance of the choir at that period nothing is known, but within a few decades after Eystein's death it was rebuilt, partly by English architects in an ornate Gothic style resembling that of several of the English cathedrals, and was completed about the year 1240. To that period belongs the exquisite \*\*Octagon or apse (which recalls 'Becket's Crown' at Canterbury), forming an independent part of the edifice, and not being merely a projecting termination to the choir. It was on an altar in the centre of this

sanctuary that the revered relics of St. Olaf were placed, and this was the great goal once so devoutly sought by thousands of pilgrims. The reliquary, executed in silver, and weighing no less than 200 lbs., stood here within a simple wooden chest, which in its turn was encased in a finely carved shrine, enriched with precious stones. The reliquary and shrine were carried off to Copenhagen at the time of the Reformation, and the worthless chest alone left behind.

During the third building period, extending from about 1248 to 1300, the imposing NAVE, to the W. of the transept, was erected, also in the Gothic style. This part of the church is now in ruins, while the transept (used for divine service, and at present sadly marred by Reformation work) and the choir are both roofed in.

The whole church was about 325 ft. long, and the W, end was once richly embellished with statues of saints, a rose-window, and other ornamentation, but few traces of these now remain. After a number of fires which injured the interior of the cathedral (in 1328, 1432, 1531, 1708, and 1719), huge and shapeless walls were erected, partly for the purpose of propping up the ruins, and partly in order to obtain an available space for public worship. In the course of that process many of the original pillars, arches, and ornamentation were concealed from view, and it is now a work of great difficulty to disengage them. The cathedral is built of a bluish chlorite slate, with which the white marble columns contrast admirably. The old quarries from which the former was procured lie about 11/2 Engl. M. to the E. of Baklandet, while the marble was brought from the quarries of Stoksund (p. 226).

On the E. side of the S. transept is the Chapel of St. John the Baptist, in the round-arch style, dating from Eystein's period, and containing the monument of Thomas Angell (d. 1767), a wealthy benefactor of Throndhjem. On the E. side of the N. transept, immediately to the left of the present N. entrance to the church, is a corresponding chapel of the same period. Above the chapel of St. John, is another (reached by a staircase), dedicated to St. Olaf, and now containing a number of interesting fragments of ancient tombstones found in and around the church, all in soapstone (Kiwberslen). In the 18th cent. the Lagthing, or national assembly, used to meet in the S. transept. — The highly ornate chapels of the choir are also worthy of careful inspection. The rich mouldings of the triforium windows are all different, and most elaborately executed; but some of them were left unfinished by their 13th century sculptors and still remain in that condition. On the S. side of the octagon is —

St. Olaf's Well, which most probably gave rise to the selection of this site for the church, having, according to tradition, burst forth at the spot where the king was originally buried. — Good photographs of the cathedral are sold in the S. chapel, the proceeds being paid to the building fund. On the E. side of the S. transept is the Chapel of St. John the Baptist,

dral are sold in the S. chapel, the proceeds being paid to the building fund.

In the 11th and 12th centuries the cathedral was the burial-place of the kings of Norway, and several were crowned here at a later period. By the present constitution of Norway (that of 1814) all the sovereigns of the country are required to repair to Throndhjem to be crowned in the cathedral; and the ceremony was accordingly performed in the case of Charles XIV. John (Bernadotte) in 1818, Oscar I. in 1844, Charles XV. in 1860. and Oscar II. in 1873.

To the S. of the cathedral is the pleasing Churchyard, many of the graves in which, in accordance with the Norwegian custom, are adorned with fresh flowers every Saturday. Adjacent is the Arsenal, which occupies the site of the old Kongs Gaard and of the residence of the archbishops, and which contains an interesting collection of old Norwegian weapons (adm. on application to the sentinel).

The other churches in Throndhjem are that of St. Mary (Vor Frue Kirke) in the Kongens-Gade, a small promenade adjoining which (called 'Parken') is embellished with a statue (by Bergslien, 1876) of Tordenskjold (d. 1720), the famous admiral, who was born at Throndhjem; then the Hospital Church, at the W. end of the Kongens-Gade, and the Bakke Kirke in Baklandet (whence there is a Flot or ferry to Bratoren). At Ihlen there is a new Roman Catholic Church.

Among the public buildings may be mentioned the large timber-built Stiftsretsgaard in the Munke-Gade, part of which is occupied by the 'Stiftsamtmand', and part fitted up as a royal palace. At the S.W. corner of the Torv is the large building now occupied by the Harmonie and Athenaeum clubs (p. 211). In the Munke-Gade is also situated the Kathedratskole, which contains the valuable library (50,000 vols.) and the antiquarian collections of Throndhjems Lærde Selskab, a scientific society founded in 1760, of which Schöning, Suhm, Gunnerus, and other distinguished scholars were once members. It is now partly supported by an annual subsidy of 4000 kr. from government. — In the Kongenstiade, on the S. side, are the Sparbank, or Savings Bank, and the handsome building of the Arbeider-Forening, containing a concertroom and cafe.

Environs. To the E. of the town rises the fortress of Christiunsten (reached in 20 min. by crossing the Nid by the bridge and ascending the hill beyond), erected in the 17th cent., but now disused. It commands an excellent survey of the town and fjord, and a still finer view is obtained from the \*Blasevoldbakken behind it. — Turning to the left beyond the Nid bridge, we may walk or drive through the suburb of Baktandet, crossing the Meraker railway (p. 218), to (1½ Engl. M.) Hladehammeren (Hammer, 'promontory'), another good point of view.

Another fine view, differing from these, is obtained from a rocky height to the S. of Ihlen, where the remains of the castle of Sverresborg, built in the 12th cent., were discovered in 1873. This point is reached from Ihlen by following the road along the Nid and then ascending to the right, or by the broad road ascending from the S.W. angle of Ihlevolden, passing the \*Tokstagaard on the left, which also commands a fine view of the fjord and the town with its picturesque red roofs. The Blyberg, opposite the Sverresborg, commands a still more extensive view.

A pleasant walk may be taken to the W. by ascending from Ihlen to the left to the Gjetfjeld, and proceeding high above the fjord and past several substantial gaards, to  $(1-1^1/2 \text{ hr.})$  the \*Munkaune and the (20 min.) iron-works of Trollabrug. The whole of this walk is very picturesque, and the promontory of Hovringen commands an admirable view of the mountains to the E.

In the fjord, to the N. of the town, and about 1 Engl. M. distant, lies the picturesque Munkholm (reached by boat in 20 min.; fare  $1^{1}/2^{-2}$  kr., but a bargain should be made; no permission necessary; visitors are attended by one of the soldiers). As its name imports, the island was once the site of a monastery, founded in 1028, of which the lower part of a round tower is now the only, relic. Count Peter Griffenfeld (P. Schuhmacher), the minister of Christian V., was confined in a cell here from 1680 to 1698, and shortly after his release died at Throndhjem. The island is described by Victor Hugo in his 'Han d'Islande'. The walls of the small fortress which now stands here command a beautiful view, and contain some interesting old guns and gun-carriages. On the S.W. side is a small lighthouse.

Excursions. A favourite excursion from Throndhiem is to the \*Lerfos, a fall of the Nid, to the S. of the town. There are two falls of the name, both worthy of a visit, the Lower, about 4½ Engl. M. distant, and the Upper, 1 M. higher up. (Carriage with one horse there and back 5, with two horses 12 kr.; or by train to Sluppen in 9 min., and thence to the E. through the gaard of that name to the high-road; after 10 min., by a house where the road divides, we turn to the right and reach the lower fall in about 20 min. more.) The pleasant road from Throndhjem to the Lerfos crosses the Bybro, or bridge over the Nid, and turns to the right; it then leads nearly in a straight direction to the lower fall, towards the S. (avoid turns to the right and left). The Lower or Lille Lerfos is a fine unbroken fall of 80 ft. in height, which is best viewed from the rocks below it on the right bank. To reach the upper fall, we may either follow the bank of the Nid (rough walking), or return to the cart-track which cuts off the bend formed by the river. In 20 min. more we reach the \*Upper or Store Lerfos, about 100 ft. in height, and broken by a mass of rock about halfway across. The best survey of it is obtained from one of the windows in the saw-mill overhanging the seething waters on the right bank (caution necessary).

Excursions may also be taken to the ruins of the nunnery of Rein, near the steamboat-station Rødbjerget, to the N.W. of Throndhjem; to the ruined monastery of Tautra on the Tutters; to Gaard Østeraat, near the steamboat-station Bejan, at the entrance to the fjord, on the N. bank, a place famed in the annals of Norway (the scene of the drama 'Fru Inger til Østraat' by Henrik Ibsen, whose 'Kongsemnerne' is also partly enacted in and

near Throndhjem); or lastly to the large island of *Hitteren*, famed for its deer, near which some of the cannon and stores of a Russian man-of-war wrecked here in the 18th cent. have recently been recovered by divers. Several of the cannon are now placed on the harbour at Throndhjem.

An EXCURSION TO THE Sælbo-Sjø takes two days. On the first day we go by railway to Heimdal (p.210), and drive thence across the Skjøla Pass to Teigen (18 Kil., pay for 27), at the W. end of the Sælbo-Sjø (525 ft.), a fine sheet of water, 29 Kil. (18 Engl. M.) in length, on which a small steamboat plies thrice weekly in summer. At the S.E. end of the lake lies Marienborg, with the church of Sælbo, whence a road ascends the pretty and well-tilled Tydal. In the winter of 1718 the greater part of the Swedish army was frozen to death on the Tydalsfjelde when on their retreat from Throndhjem.

FROM THRONDHIEM TO STORLIEN (Östersund, Stockholm), 106 Kil. (66 Engl. M.), railway (Merakerbane) in 5 hrs. (fares 5 kr. 84, 3 kr. 46 e.). The station lies to the N. of the town, by the harbour, which the line crosses. — The train passes the church of Lade on the left, and beyond (3 Kil.) Leangen the lunatic asylum of Rotvold, also on the left. Soon after it reaches the fjord, here called the Strindenfjord, farther on the Stjerdalsfjord. 7 Kil. Ranheim; 15 Kil. Malvik; 23 Kil. Hommelviken, the centre of a considerable trade in timber. The train now passes through a short tunnel, and reaches —

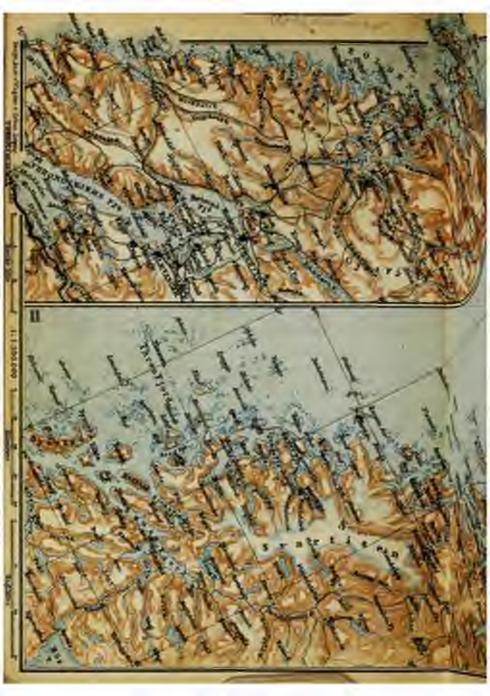
32 Kil. (20 Engl. M.) Hell, at the mouth of the Stjørdalselv, across which a bridge leads to the skyds-station of Sandferhus (p. 219) on the opposite bank. The line now runs inland, along the left bank of the Stjørdalselv. 42 Kil. Hegre, near the confluence of the Forra, which descends from the N., with the Størdalselv. 57 Kil. Floren; 72 Kil. Gudaa (280 ft.), where the Reinau is crossed. The train passes through a tunnel and ascends rapidly, crossing the Størdalselv, to—

81 Kil. (50 M.) Meraker (720 ft.), a thriving and prettily situated little town, the last station in Norway. Beyond Meraker, near which there is an old copper-mine, the line continues to ascend rapidly. The district is sparsely peopled, and the vegetation also becomes scantier. The Areskuta and other snow-mountains of Sweden appear in the distance. The train at last crosses the Swedish frontier, 1950 ft. above the sea-level, and reaches—

106 Kil. (66 M.) Storlien, the junction for the railway to Stockholm (R. 49).

# 28. Inland Route from Throndhjem to Namsos.

About 200 Kil. or 125 Engl. M. Travellers visiting the Nordland (R. 29) will find the first day's voyage along the coast (16-18 hrs.) very uninteresting, and are recommended to vary their journey by taking the Throndhjem Fjord route to Namsos (2 days). This part of the journey may be performed either by driving the whole way along the fjord (fast





stations) or by taking the steamboat to Levanger or Stenkjær and then driving the rest of the way to Namsos. Steamers start for  $(4^{1}/x_{-}6^{1}/z_{-}$  hrs.) Levanger five times weekly, and go on to (10-12 hrs.) Skenkjær thrice weekly. The road between those two stations is, however, so picturesque, that driving is much preferable to the steamboat journey.

On the STEAMBOAT JOURNEY from Throndhjem to Stenkjær the traveller has the advantage of seeing something of the picturesque rocky W. bank of the Throndhjem Fjord, which is scarcely visible from the land-route. The steamer steers between the Tuttere and the mainland (Frosten) on the E. to Holmberget, and across the fjord to the N.W. to Lexviken. It then recrosses to Ekne on the E. bank, whence it steers to the large island of Yttere (with the parish of Eid). At the station Hokstad on this island are extensive mines of pyrites. The vessel then steers to Levanger (see below), which it reaches in  $4^{1/2}$  -  $6^{1/2}$  hrs. according to the number of stations called at. The next steamboat-stations are Skaanas, Tronæs, Hylla, and Sundnæs, on the peninsula of Inderø, on the E. side of which is the strait of Strømmen, leading into the picturesque Borgenfjord, on which rises the church of Mare. The steamer, however, does not enter this bay of the Throndhjem Fjord. Strømmen is a skyds-station. Thence to the S. to + Værdalsøren

Strømmen is a skyds-station. Thence to the S. to † Værdalsøren 14 Kil.; to the N. to † Korsen, on the Inderø, 11 Kil., and to † Stenkjær

11 Kil. more.

The steamboat steers to the W. to Kjærringvik, and through the narrow Skarnsund on the W. side of the Inderø, touches at Vennæs, and enters the broad Beitstadfjord, the innermost recess of the Throndhjem Fjord. It then either proceeds direct to Stenkjær (p. 220), viá Krogsvaagen, or steers into a narrow ramification of the Beitstadfjord to the N. to Malmo and Fosnæs, and thence to Stenkjær. From the skyds-station of Østvik, near Fosnæs, the traveller may drive to Elden and Namsos (p. 220).

ROAD FROM THRONDHJEM TO NAMSOS. If the traveller wishes to see the Throndhjem Fjord, but not to go beyond it, he is recommended to drive from Throndhjem to Stenkjær, and return thence by steamboat. The scenery on the land-route surpasses that which is viewed from the steamer. All the stations are fast (horse and carriole). The Meraker mailway (p. 218) may be used as far as Hell, near Sandferhus.

as Hell, near Sandferhus. 707/65 mines 16 Kil. † Haugan, with fine riews of the Stordals fjord. The road crosses the Stordalselv. 16 Kil. † Sandferhus; 10 Kil. (pay for 11) † Forbord (well spoken of). The road now leads along the Aasenfjord to (12 Kil.) † Vordal and (14 Kil.) † Nordre Skjerve in the picturesque district of Skogn, which, with those of Vardalen and Indherred farther on, forms the inner part of Throndelagen. The parsonage of Alvstahaug is passed on this stage.

11 Kil. † Levanger (Madam Baklund's Hotel), a small town with 1000 inhab., which was almost entirely burned down in December, 1877, but has since been rebuilt, is charmingly situated.

FROM LEVANGER TO SWEDEN. The road is good and the stations are

all fast, but the food and accommodation they afford is generally very poor. 14 Kil. (pay for 15)  $\pm Nas$ ; 11 Kil.  $\pm Garnas$ ; 19 Kil.  $\pm Sulstuen$  (good station). The road now crosses the St. Olaf's Bro, a picturesque Norwegian bridge over the Inna, which descends from the Insae (1640 ft.) Then (15 Kil.) Sandviken. The first Swedish station is (17 Kil.) Malen, whence a steamboat plies twice weekly on Lake Anjan (1455 it to Anjehem. Then by road to (3 Kil.) Sundet; steamer on the Kallsjö (1317 ft.) to Bondset; road to Kvittsle, 44 Kil.; steamer on the Stor-Sjö (1000 ft.) to Östersund (comp. p. 366). — From Husåbruk on the Kallsjö the \*Areskutan may be ascended (comp. p. 367).

12 Kil. †Vardalsøren, at the mouth of the Værdalselv, which descends from a most picturesque valley. About 6 Kil. distant is Stiklestad, famous in the annals of Norway, where St. Olaf fell on 29th July 1030. The precise date is fixed by the fact that an eclipse of the sun took place on that day. The church of Værdalen occupies the spot where the king is said to have fallen. Near it are two Monuments in memory of the event, one of 1710 and an-

other of 1805.

14 Kil. Roske. The scenery continues picturesque.

15 Kil. Stenkjær (Thorbjørnsen's Hotely a small town with 1500 inhab., on the Byelv, is the terminus of the steamboatroute above mentioned.

The \*Fiskumfos may be visited from Stenkjær, leither by a direct road, or by taking the steamboat (4 times weekly) from Sunde on the \*Snaasenvand (58 ft.) to Sem, and driving thence. The stations by road, all fast, are: 15 Kil. †Langhammer, 8 Kil. †Kvam, 15 Kil. †Ostre Hegge, 15 Kil. †Nodre Vekset. 6 Kil. †Sem (\*Station), 8 Kil. †Homo, 11 Kil. †Vie, 11 Kil. †Fosland, 17 Kil. Fiskum (see p. 221). — On the Snaasewand, a beautiful sheet of water 28 Engl. M. long, the principal stations are Sunde, Grønnæs, Klingen, Kvam, Kløvgaard, Hammer, Oldernæs, Vekset, and Sem.

15 Kil. † Ostvik (good quarters) lies on the northernmost bay of the Beitstadfjord. The road now quits the fjord of Throndhjem, and crosses an Eid or isthmus, about 200 ft. high, to the Namsen-

fjord. 15 Kil. + Elden.

12 Kil. † Overgaard lies on the Namsenfjord or Lyngenfjord. 17 Kil. † Fjær; 11 Kil. † Spillum, near the Namsenetv. (Or by water from Overgaard to Fangsund 22 Kil., and thence by road to Spillum 11 Kil.) From Spillum the road leads to the Strømshylden Ferry (6 Kil.), whence we cross the fjord by boat to (3 Kil.)—

Namsos (A. Jensen's Hotel), charmingly situated on the N. bank of the estuary of the Namsenelv. The town was almost entirely burned down in 1872, but has since been rebuilt. A wood on the hills to the W. of the town was also destroyed by the same fire. The new Church stands on a rocky height in the middle of the town. The staple commodity of the place is timber. — The richly wooded Namsdal, containing 8000 inhab., is very picturesque, the scenery improving as we ascend. — Two or three of the large coasting steamers touch at Namsos weekly, both on the outward and homeward voyage (comp. p. 227).

EXCURSION TO THE FISHUMFOS. This most interesting excursion is made either from Spillum, or from Namsos, the roads uniting near Hun. The Namsenelv, through the valley of which the road ascends, is considered

one of the best salmon-rivers in Europe, and is accordingly far famed among anglers. The fishings are always let to English sportsmen, and among angiers. The insurings are always let to English sportsmen, and are jealously preserved. The stations from †Namsos are: 15 Kil. †Hun, 11 Kil. †Haugum. 17 Kil. †Vie (Inn, a great fishing station), 11 Kil. †Fosland, 17 Kil. Fiskum. The last stage is through a magnificent ravine. The \*Fiskumfos, a most imposing fall, with a copious volume of water, is 100 ft. in height. This is the upper limit of the salmon-fishings.

The route from Fiskum to Vefsen up the Namsdal, and past the Store Maintain is attended with serious environment of the Namsdal.

Maivand, is attended with serious privations, and is by no means recommended. The scenery is wild and great, but not sufficiently interesting

to repay the fatigue.

### 29. From Throndhjem to Bodø and the Lofoden Islands. Province of Nordland.

PRELIMINARY REMARKS. The vessels of two different steamboat companies, the Bergenske og Nordenfjelske Dampskibs-Selskab and the Bergensk-Nordlandske Dampskibs-Selskab, ply to the northern provinces of Nordland and Finmarken. The first-named company despatches two steamers weekly, one from Christiania and one from Hamburg, while the steamers of the other company, which are said to be the more comfortable, leave Bergen once weekly. Most travvellers bound for these northern regions start from Throndhjem, which the Hamburg steamer leaves on Wed., the Bergen and Christiania steamers on Sat. (comp. the Communicationer). The voyage from Throudhjem to Bode takes about 2 days, that to Tromse about 4, to Hammerfest 5, and to Vadsø 7-8 days. The steamers start on the homeward voyage on the day after their arrival.

All these vessels spend 1-2 days at Bergen and at Throndhjem on each voyage, a break which passengers will hail with satisfaction in fine weather, but which will as often be found irksome, especially at Bergen, should the weather there happen to be in one of its proverbially rainy moods. Most travellers will therefore prefer to proceed to Throndhjem over land, either exploring some of the magnificent mountain and fjord scenery by the way, or travelling direct thither by railway. Even beyond Throndhjem every possible opportunity should be taken of breaking the voyage by excursions on land; and a voyage to any distant station and back by the same steamer should by all means be avoided. A protracted voyage among the fjords is often productive of a kind of physical and mental lethargy, which sadly mars the traveller's enjoyment and is not easily shaken off, while the confinement, the not unfrequent overcrowding and want of ventilation, and the daily round of meals at the table d'hôte are very apt to become irksome. It is a very common mistake to suppose that the northern districts of Norway can be visited by water only. Many of the principal points are indeed accessible by water only; but there is no lack of inland excursions, especially for those accustomed to walking or riding. and not a few of the chief objects of interest lie at some distance from the steamboat-track. In order to diversify his journey, the NORDLAND. From Into

traveller is recommended to land at several of the best points for excursionising, and either spend a few days at each and go on by the next steamer, or continue his journey by inland routes and local steamers.

Breaks in the Voyage. Among the more interesting breaks may be mentioned: —

- \*1. Journey by Land from Throndhjem, or from Værdalsøren, to Namsos; visit to the Fiskumfos (see R. 28).
  - \*2. Visit to the Torghatta from Somnas or Bronosund (p. 228).
- 3. Visit from Vigholmen to the Ranenfjord, and perhaps also to the Dunderlandsdal, and thence to the N. to the Saltenfjord or Beierenfjord (pp. 231, 230).
- 4. Excursion to the Hestmandso from Indre Kvaro, or from Selsovig (p. 232).
  - 5. From Grøne to the glacier of Svartisen (see p. 233).
- 6. From Bodo to the Saltenfjord (by steamboat) and to the Sulitjelma (reached from Fuske in 2-21/2 days; pp. 236, 237).
- \*7. From Bodø to the N.W. to the Lofoden Islands, a magnificent trip of five days (p. 237).
- 8. From Lødingen to the Ofotenfjord, as an extension of the excursion to the Lofoden Islands and Vesteraalen.
- 9. From Søveien, in the interior of the Salangenfjord, by a good road through the Barduelesdal and Maalselvsdal to the Rostavand, and to Maalselv on the Malangenfjord; thence by a rough road to the Balsfjord and the Lyngenfjord (pp. 246-252).
- \*10. From Tromsø to the Tromsdal with its herds of reindeer, and, if possible, thence to the Lyngenfjord (pp. 250-252).
  - \*11. Visit to Tyven from Hammerfest (p. 254).
- \*12. The ascent of the North Cape (p. 258) is now usually accomplished during the halt of a few hours made by the steamers for the purpose. Or the traveller may spend a few days at Gjesvær on the W., or at Kjelvik on the E. side. From Kjelvik a visit may easily be paid to Sværholt (p. 260).
- 13. Travellers who proceed as far as Vadsø should return by land to the Tanafjord (p. 262), and join the steamer there.

The main question, how far to go, must of course depend on many considerations. Vadsø is undoubtedly a very definite terminus, and the Porsanger, Laxe, and Tana fjords, and above all the Kjøllefjord and Nordkyn, situated between the North Cape and Vadsø, are well worthy of a visit. But the North Cape itself forms the most natural limit to the journey. Europe there terminates, and the Arctic regions begin; and there, too, the sublime scenery of the Norwegian coast may be said to culminate, as that of the N. and N.E. coasts begins to show a falling off in point of grandeur and interest.

Beyond the North Cape the scene is one of utter desolation, and the same may indeed be said of the regions between Hammer-

fest and the North Cape. Travellers, therefore, who have no taste for scenery of this forbidding character will perhaps do well not to proceed beyond Hammerfest. Between Tromsø and Hammerfest, on the other hand, the coast presents a series of most imposing mountain and glacier scenes, while Tromsø itself lies in a remarkably picturesque situation. The scenery with which the writer was most struck extends from the Arctic Circle (the Hestmandsø) to the Lofoden Islands and the S. extremity of Hindø (Lødingen), where the grandest mountains and glaciers are seen in close proximity with the sea. A girdle consisting of numerous islands, some of which rise to a height of several thousand feet, here stretches far out to sea, while the fjords extend as far in the opposite direction, reaching to the bases of the lofty inland mountains.

A trip to Bodø and as far as Lødingen in the Lofoden Islands will thus comprise some of the most characteristic features of these northern regions; but, if possible, the voyage should be extended to Tromsø and Hammerfest for the sake of seeing the Lyngenfjord and the island scenery of the Arctic Ocean, the finest of the kind in Europe.

STEAMBOAT TRAVELLING. A cruise in one of the coasting steamers rather resembles a stay at a large hotel than a sea-voyage. The vessel's course lies almost always within the island-belt ('indenskjærs'), and sea-sickness is of rare occurrence. From the Skjærgaard, however, a view of the open sea is frequently obtained beyond the lower Skjær, or Vær, as they are sometimes called.

In July the steamboats are apt to be crowded. It is not easy to secure a berth beforehand by merely ordering it, or even by paying for it, as it is usually those who in propriâ personâ first come who are first served. On arriving at Throndhjem, therefore, the traveller should lose no time in going on board, or sending some trustworthy messenger, to secure the fraction of a cabin which is to be his lodging for several days or even weeks. — All the steamboats contain a complete Post Office on board, where even telegrams are received. Letters and dispatches are forwarded to their destinations from the nearest available station. The captain and several of the officials generally speak English and German.

A coasting voyage of moderate length has many attractions. The captain and crew are usually very obliging and communicative, especially if the traveller shows an interest in their country. The Pilots (Lodsen) are especially well informed and intelligent. Two of them navigate the vessel from Christiansand to Throndhjem, two from Throndhjem to Hammerfest, and two others thence to Vadsø, one of them always being on duty, except when the steamer is stationary. They are appointed by government, and each receives 140 kr. per month, besides his board. The number of pilots proper is, however, inadequate for the great traffic, and their place is often filled by other qualified persons (Kjendtmænd).

Among the deck-passengers there are sometimes Lapps (here called Finner), Finns (Kvæner; comp. p. 249), and convicts, these last being occasionally met with on their way to the Slaveri, or house of correction, at Throndhjem. If questioned as to the object of their journey, they speak of it euphemistically as a 'voyage to the south' or 'in the king's service'. Itinerant musicians (who in accordance with the traditions of the country travel free) are often a source of annoyance, and when the traveller hopes to get rid of them by going ashore, they are pretty sure to re-appear at the nearest inn or Gjæstgiveri. The sailors are generally a sober and hard-working class, and the traveller will frequently have occasion to admire the patience and perseverance they exhibit in loading or discharging cargo.

The inhabitants of the small stations, who on the steamer's arrival crowd round her in their Ranebaade (pointed skiffs) are another object of interest. The charge for going ashore is usually 20 c., but the Taxt should always be asked for, lest the traveller should unwittingly hurt the feelings of some landed proprietor or local dignitary (albeit wielding the oars with upturned shirt sleeves) by offering to pay. However far north the traveller extends his voyage, he will be struck with the civility, honesty, and intelligence of the natives, especially those who are not in immediate contact with the influences of modern 'civilisation'. In Tromsø the telegraph official on one occasion insisted on accompanying the writer for a quarter of an hour in the midst of a deluge of rain to show him the way to the post-office; and at Vadsø a merchant of the place showed him a collection of valuable photographs from Vienna and a work on the philosophy of Bacon of which the owner was an admirer. Another native of the far north mentioned that he had just returned from Rome where he had spent the winter, while an intelligent native of Kjelvik, close to the North Cape, had travelled over a considerable part of Great Britain, but expressed a decided preference for the freedom of his Arctic home, the greater purity of its air and water, and even for its climate! Clergymen, teachers, and governmentofficials also travel frequently in these vessels, and will give much interesting information regarding the Lapps, Finns, and other inhabitants of the country.

The natural phenomena of this hyperborean region will not fail to excite a keen interest even in the most experienced traveller. The weather, the winds, and the fogs, the play of light and shade, the purity of the atmosphere, are all quite unlike the same natural features in other parts of Europe. The Alpine tourist will be surprised to find how little his former practice aids him in estimating distances here. The animal world is of extraordinary richness. The sea teems with cod, herrings, skate, and other fish. Whales are frequently seen spouting columns of water into the air, or rising to the surface in unwieldy gambols. Swarms of eider-ducks swim near every island, and the air is full of sea-gulls. Not unfrequently the traveller may see the industrious sea-gull (Krykje) robbed of its prey by the skua (Lestris parasitica), which, unable to fish for itself, compels the gull to drop its booty and catches it with unerring dexterity before it reaches the water. A peculiar ruffling of the water is sometimes caused by the shoals of herrings (Sild-stim), often pursued by the voracious Sei ('saith', or hake, one of the Gadidæ), or by a seal (Sælhund), to escape from which they dart into the nets and even spring ashore.

Expenses. The cost of a voyage to the Nordland and Finmarken is very moderate. A return-ticket from Throndhjem to Vadsø costs 126 kr., to Tromsø 75 kr., the passenger's lodging and travelling expenses thus amounting to about 9 kr. per day only. Returntickets are issued only for distances of 20 sea-miles and upwards. They are available for a year and for any vessel of the company which issues them. Travellers with return-tickets are, however, not allowed to break the journey. The food on board the steamers is generally good. Fresh salmon and flounders (Helleflyndre) and salted delicacies are always abundant. For a substantial breakfast (Frokost) or supper (Aftensmad) 1½ kr., and for dinner (Middag) 2-2½ kr. are the usual charges. Tea, coffee, wine, beer, and spirits are extras. The steward expects a fee of at least ½ kr. per day from each passenger at the end of the voyage. The account for food and extras should be paid daily, to prevent mistakes.

MIDNIGHT SUN. The best season for a cruise to the North Cape is between 20th June and 15th August, whether the main object of the traveller be to witness the subdued glory of the midnight sun, or to see the scenery to the best advantage. Down to the middle of June the mountains are almost all covered with snow, and the vegetation in the valleys is imperfectly developed, and after the middle of August the nights become longer and colder; but the intervening period forms one unbroken day, during which the weather is often warm and genial. The midnight sun, which is visible within the Arctic Circle (66°50') only, is partially or wholly seen from the sea-level within the following dates (those for the North Cape, however, being reckoned for a point 1000 ft. above the sea):—

Places	For the first time.			For the last time.			
	Upper Margin	Centre	Whole Disc	Whole Disc	Centre	Upper Margin	
Bode	30th May	1st June	3rd June	8th July	10th July	12th July	
Tromse	18th -	19th May	20th May	22th	24th -	25th -	
$Vads \sigma$	15th	16th - `	17th -	26th	27th -	28th -	
Hammer fest	13th	14th -	16th -	27th -	28th -	29th	
North Cape	11th -	12th	13th -	30th -	31st	1st Aug.	
BAEDEKER'S Norway and Sweden. 2nd Edit. 15							

It need hardly be observed that travellers desirous of seeing the midnight sun should not postpone their journey till the latest possible date, as clouds and mist, as well as intervening mountains and islands, too often conceal the horizon and cause disappointment. A height of several hundred feet of course commands a better view than the deck of the steamer, and enables the spectator to see the midnight sun about one day earlier and later in the season than is otherwise possible. The sublimity of the spectacle, when witnessed in all its majesty, produces an impression never to be forgotten, and has been finely described by Carlyle. Bayard Taylor, and many other writers, while Teaner's lines on the subject are remarkable for their extreme simplicity: -

'Midnattssolen på bergen satt. Blodröd till att skåda: Det var ei dag, det var ej natt, Det vägde mellan båda.

(Literally: - 'The midnight sun sat on the mountains, blood-red to behold; 'twas neither day nor night, but a balance between them.')

### From Throndhjem to Bodø.

76 M. (304 Engl. M.). STEAMBOATS, comp. p. 221. The Hamburg steamer at present leaves Throndhjem on Wednesdays, and the Bergen and christiania boats on Saturdays. Intending passengers should bear in mind that when a vessel is advertised to sail on a certain day, the very beginning of that day, or what is usually called the midnight of the preceding day, is frequently meant. The direct distances from Throndhjem are prefixed to each station. Between Christiania or Christiansand and Bergen there are a testion. gen there are 4 stations, between Bergen and Throndhjem 6-10 stations; between Throndhjem and Bodø 17-25, between Bodø and Tromsø 12-16, between Tromsø and Hammerfest 3-6, and between Hammerfest and Vadsø 19; or in all 63-90. For distances between the small stations, see 'Communicationer'.

The first station is (3 M.) Rødbjerget (at which the Hamburg vessels only call), and the next (7 M.) Bejan, at the mouth of the Throndhjem Fjord, on the S. extremity of Greland. To the N.E. stretches the Skjørenfjord. The vessel now steers to the N., skirting the extensive peninsula of Fosen, formed by the sea and the long fjord of Throndhjem. To the W. are the islands of Stor-Fosen and the Tarv-Oer, and farther on is the Fro-Hav, a wide channel bounded on the W. by the Fro-Øer.

12 M. Valdersund. The Nordlandsiagte, with their peculiar raised cabins (Veng), and rigged with a single square-sail (Raaseil) and a topsail (Skværsegl or Topsegl), are frequently seen here on their way to the Tydske-Bryg or German Quay at Bergen (see p. 72), deeply laden with wood and dried fish (Klipfisk and Rundfisk, comp. p. 239). Part of their homeward cargo often consists of coffins, filled with bread and Kringler (a kind of rusk). These vessels, both in build and rig, are the lineal descendants of the piratical craft of the ancient Vikings.

15 M. Stoksund i Bjørner, with the marble-quarries that furnish-

ed the material for Throndhjem cathedral (see p. 214). Of four caverns here the largest is *Harebakhulen*, at the gaard of *Harebak*. To the W. lie the *Stoke* and *Lindnæse*.

17 M. Syd-Krogø. Fish spread out on the rocks to dry (Klipfisk), begin to be seen here. In winter they are hung on Hjelder, or wooden frames, for the same purpose (thence called Stokfisk). Eider-ducks abound.

21 M. Ramsø. The black and white rings on the rocks (Tørneringe), resembling targets, indicate the position of iron stanchions for mooring vessels (Mærker). The maintenance of these rings (Ringvæsen), like that of the lighthouses and pilots (Fyrvæsen, Lodsvæsen), is under the supervision of government. The number of lights required in the 'Skjærgaard' is, of course, very large. For the next two hours the vessel traverses the open and sometimes rough Foldensjø, which is prolonged towards the N.E. by the Foldenfjord (not to be confounded with the fjord of that name to the N. of Bodø, p. 244).

25 M. Bjørø. Here, and farther to the N., we often observe white marks on the rocks, and sometimes white planks in the water, the object of which is to attract the salmon, which mistake them for their favourite waterfalls and are thus decoyed into the nets (comp. p. 111).

Beyond Bjørø the steamer's course is again 'indenskjærs'. To the right is the island of Skjeingen. We now steer to the S.E. into the Namsenfjord, which is separated from the Rødsund to the N.E. by the long winding island of Otterø. As usual, the scenery improves as the fjord is ascended, and the steamer soon stops (generally towards evening) at the charming little town of —

31 M. Namsos (p. 220). Steering to the W. we next touch at Foslandsosen, then thread the very narrow Rødsund, traverse the Foldenfjord with its maze of islands, and reach Apelvær, on a small island at the mouth of the Indre Foldenfjord.

FROM NAMSOS TO KONGSMO on the Indre Foldenfjord, usually a steamboat once a fortnight (visiting the Bindalsfjord on the alternate weeks, see p. 228). The fjord is very narrow and picturesque, resembling the Lysefjord near Stavanger, and is nearly 12 sea-miles in length. Stations: Sorvig, Scierstad, Lund, etc. From Kongsmo at its head a road leads by Holand and Overhalden to Namsos; from Aquatnsvand, on the Eidsvand, a little beyond Høland. a path diverging to the left crosses the hills to (5-6 hrs.) Fishumfos (p. 221).

The steamer, which generally performs this part of the voyage at night, now threads its way through an infinity of small islands. To the right the island of Nerø, with the parsonage of the same name. The next station is Rørvik, on the island of Indre Vigten, to the W. of which are the islands of Mellem Vigten and Ytre Vigten, on which rise the Sulafjeld and Dragstind (450 ft.). On the left, farther on, is the Leckø, where a curiously shaped mountain is said by tradition to represent a giantess who was pursued by her lover, while her brother attempted to rescue her. The 'Torghætta' (see

below), or hat of the latter, having been pierced by an arrow shot by the amorous 'Hestmand' (p. 232), the sun shone through the aperture and metamorphosed the distressed maiden into stone, the pursuer being at this juncture only 105 English miles off! In passing the giantess the natives sometimes raise their hats with mock ceremony.

36 M. Gutvik. On the right, farther on, is the Bindalsfjord. with its numerous ramifications, the boundary between Nordre Throndhjems Amt and Helgeland, the Halogaland of early Norwegian history, which extends to the N. to the promontory of Kunnen near Bode (p. 233).

Once fortnightly (alternating with a visit to the Foldenfjord, see p. 227) a steamer from Namsos plies on the Bindalsfjord as far as Teraak, to the S.W. of Vatsaas. Thence towards the N.W. runs the Thosenfjord, a huge mountain-cleft, 13/4 sea-miles in length, extending to Thosbotn and Gaarden Thosbal, from which the traveller may proceed with a guide to Hortskarmo in the Sveningsdal and Mosjøen on the Vefsenfjord (p. 229) in 1½-2 days. The ascent from Gaarden Thosdal is extremely steep, and on the E. side of the mountain there is a very troublesome ford across the Gaasvaselv.

From Gutvik the steamer steers towards the island of Torgen with the \*Torghætta ('market hat'), one of the most famous islands of the Nordland, situated in 65°24' N, latitude. It resembles a hat, about 800 ft. in height, floating on the sea, and is pierced about halfway up, from N.E. to S.W., by an aperture known as Hullet (formed by the 'Hestmand's' arrow; see the legend above mentioned), through which, in passing between the island and the mainland, the passenger can see the sky on the other side. The height of this curious natural tunnel at the E. entrance, according to Prof. Mohn's measurements, is about 62 ft., in the middle 203 ft., and at the W. end 246 ft. The sides are flat at most places, nearly perpendicular, and here and there look as if they had been artificially chiselled. 'At the entrances are huge heaps of rocky rubble (Ur), but in the cavern itself there are but few blocks of rock. The view of the sea with its countless islands and rocks, seen from this gigantic telescope, is indescribably beautiful and impressive'. (Vibe, 'Küsten u. Meer Norwegens'; Gotha, 1860, with two views of the island. See also Friis, 'Kong Oscar II's Reise; Kristiania, 1874.) On the island is Gaarden Torget (good quarters), near which are a burial-place and a few reminiscences of antiquity. Passengers who intend to visit the island disembark at --

(41 M.) Somnæs, a charmingly situated place, with smiling meadows and corn-fields, or at -

42 M. Brønøsund (65°28'), which boasts of a pastor, a doctor, and a telegraph-office. The telegraph is of great importance to the natives. On the arrival of a Sildstim, or shoal of herrings, they frequently have to telegraph for extra supplies of salt and barrels. which are then sent by steamers chartered for the purpose. On the shore are often seen the isolated cottages of the Strandsiddere, who live exclusively by fishing. Inland settlers are called Opsiddere or Nysiddere by way of contrast.

A visit may be paid from Brønøsund to the grand Velfjord, the broad mouth of which the steamboat afterwards passes. The route is by boat into the Skilleboth, at the end of which there is a quarry of excellent blueish-white marble Thence by a road across a narrow isthmus (Eid) to Saitbu on the Velfjord, and again by boat to (11 Kil.) Gaard Hegge (good quarters at Landhandler Knoff's). — In the Tidingdal, one of the innermost branches of the Velfjord, which is there called the Store Bjerga, the valley ascending from the fjord suddenly rises to a height of 438 ft., and over this terrace is precipitated the *Tidingdalsfos* in a single leap. — From the Velfjord to the N. diverge the Oksfjord and the Storfford, two long and wild creeks, which may also be explored from Saltbu. — From Bjørgeøren, at the end of the Store Bjørga, a fatiguing mountain-route crosses to Hortskarmo in the Sveningsdal (see above). -From Hegge the traveller may walk to the S. to Naversted on the Urfford, row thence to Somnhoved, and walk to Somnæs, the steamboat-station to the E. of the Torghætta (p. 228).

Some of the steamboats next call at Tilrum-Markedplads, to the N. of Brønøsund, others at —

45 M. Roro, on the large mountainous island of Vægen, to the W. Most of the vessels then steer past the Velfjord, in which, to the right, rises the huge Mosakselen, while on the N. side are the Høiholmstinder. They then pass between the island of Havne and the mainland, on which lies -

47 M. Forvik or Vivelstad. Near Vistnes, farther on, opens the Gsterfjord, from the head of which a path crosses the mountains to the Lakaadal and the Eiteraadal in the district of Vefsen (see below). The steamer now approaches the imposing Seven Sisters (see below), which have long been visible in the distance. To the E. towers the conspicuous Finkna (3880 ft.). The vessel crosses the Vefsentjord, passes on the right a hill remarkable for its red colour, and stops at the flat island of -

47 M. Thjøtø, formerly the property of Haarek of Thjøtø, a

well-known character in early Norwegian history.

Beyond Thjøtø the small steamer 'Helgeland' ascends the Vefsenfjord to Mosjøen at its S.E. end, 55 sea-miles from Throndhjem. The scenery is very imposing, and in the interior of the fjord the mountains are beautifully wooded. From Mosjøen, near which are several large steam saw-mills, a good road leads to the Tustervand and to Stornes on the Resvand, which ranks next to Lake Mjøsen in point of area. From Stornes the traveller may ascend the Brurskanke and the Kjeringtind, on the W. side of the lake, and then follow the course of the Rosaa, the discharge of the Tustervand and Rosvand, towards the N. to Rosaaoren on the Ranenfjord (p. 230). About halfway thither a digression may be made to the E., up the course of the Bjuraa, for the sake of ascending the imposing  $\theta x$ tinder; but these peaks are more easily reached from Røsaaøren and through the Leerskardal.

After leaving Mosjøen, the coasting steamboat follows the N. arm of ... the fjord to Sandnæssen, at the N. end of the island of Alsten, which lies to the W. of the mouth of the Vefsenfjord.

The Hamburg steamboats skirt the W. side of the large island of Alsten, touch at Sovig, and then at -

51 M. Sannesøen or Sandnæsøen, at the N. end of the island, near which are the old church of Stamnæs and the district-prison.

The view from this point of the Seven Sisters is strikingly grand. At the S. end of Alsten (65 Engl. sq. M. in area; 1500 inhab.) is the church of Alstahoug (5 Engl. M. from Søvig, 12 M. from Sandnæsøen), where Peter Dass, the famous author of 'Nordlands Trompet' (published for the first time in 1739) was pastor from 1689 to 1708. This work contains a most accurate description of this province of Norway in poetic garb, and will be found an invaluable travelling companion by persons acquainted with the language. (Best edition by Eriksen; Christiania, 1874.) On the Haugnas, near the church, is the so-called Kongsgrav. - About 4 Engl. M. from Sandnæsøen is Guarden Botnet, the best startingpoint for the ascent of the northernmost of the \*Seven Sisters (Suv Sostre), which rise to a height of upwards of 3000 ft. There are in reality six mountains only, but the summit of one is divided into two ridges. The highest summit is called the Digertind, The view from the top is one of the grandest and most peculiar in the Nordland.

A local steamer runs from Sovig to Vefsen (see above) and Ranen, and also to the W. to Hersen. The fishery at Aasvær, to the W. of Dynnæse, and on the 'Skallen' ('fishing banks') in December and January is very productive. At that season no fewer than 10,000 fishermen sometimes congregate here, and within a fortnight or three weeks they catch as many as ten million herrings (200-250,000 harrels). The greatest Fair in the Nordland takes place on 2nd July annually in the Bjørn-Marknadsplads in the island of Dynnes, and is largely attended by the country-people from far and near, and by their servants, who are in the habit of specially stipulating in their contracts for 'Markedsferier' or 'fair holidays.' The fairs in the Nordland were formerly called Ledingsberge (Lensberge), because the taxes (Leding) of the inhabitants were paid at them.

53 M. Kobberdal on the island of Løkten, the next station of any importance, commands a view, towards the E., of the Ranenfiord. The Hamburg steamers do not enter this fjord, but the other large steamers frequently visit the more important stations.

The 'Ranenfjord (anciently Radund) is famous for its timber, and yields the material of which almost all the boats, houses, and coffins between this point and Vadsø are made (boats, see p. 231). The principal stations are Hemnæs and Mo, of which the former is 4, the latter 8 sea-miles from Vigholmen. The scenery becomes more attractive as we ascend the fjord.

Hemnæs (good quarters at Landhandler Nilsen's), with a new church. Round the church are several small cottages, erected for the accommodation of peasants from a distance, who arrive here on Saturday evening to attend divine service on Sunday. Excursions hence to Resaueren and to the Oxtinder (p. 229).

Mo (rooms at Landhandler Meyer's) carries on a considerable trade with Sorsele in Sweden via Umbugten and the Bonæs Pass. Railways to Throndhjem to the S., to the Foldenfjord to the N., and even across the Bonæs Pass into Sweden are projected. — The following stalactite caverns ('Drypstenshuler') may be visited from Mo: the Risagrotte on the Langvand, near Hammerness (7 Engl. M.); the Laphul, near Gaarden Bjørnaa, and opposite to it another by Gaarden Gunlien, both in the valley of the Redvaselv. An excursion may also be taken to the glacier of SVARTISEN (p. 232) by rowing to the end of the Langvand and following the valley to the N. as far as Fisktierumo. A glacier-pass crosses hence to the end of the Melfjord (p. 233).

Another excursion is to the Svartisrand, a lake into which an off-shoot of the Svartisen Glacier descends. (Forbes's Norway, p. 228.)

To the N.E. of Mo extends the interesting Dunderlandsdal (the Finnish word Tunduri, and the Lappish Duodar signifying mountain), a broad valley, the central point of which is Bjældaanæs. Several of the streams in this valley disappear in caverns formed by the erosion of the marble from the surrounding mica-slate, and suddenly re-appear lower down. This is the case with the Stilvasaa, near Gaarden Storforshei in the Skog-frudal (about 15 Kil. from Mo), where there is a very curious, but now ruined mill. Near it is the Urivand, an interesting forest-girt lake. Farther W. is the Eiteraa, which drives mills immediately on its egress from the bowels of the earth. In the vicinity are Typshelleren (thieves grotto) and an interesting Ravine, with an icy current of air through it, where the rushing of the subterranean water is distinctly heard. A third stream of the same kind is the Pruglaa near Gaarden Jordbro. By the Pruglieibro are about fifty water-worn Jattegryder (giant cauldrons), called by the Lapps 'Kadniha Basatam Garre', or the wash-tubs of the mountain-women.

From Bjældaanæs (55 Kil. from Mo; carriage-road without stations) we may visit the Stormdalsfos and the Marble Grotto at its foot, near the Brediksfjeld. The Urtfjeld, reached by crossing the Stormdalshei, and the Brediksfjeld command uninterrupted views, embracing the Svartisen and the Lofoden Islands. An excursion is recommended to the Svartisen, which descends to the Kvitvaselvdal, and to its ice-fall on the slope of the Magdajoktind.

From Bjældaanæs it is a day's ride to (55 Kil.) Storjord in the Beierendal. The route follows the Bjældaadal, passes the Nedre and Svre Bjældaavand, and traverses the Svre and Nedre Toldaadal, past Toldaa and Aasbakke, to Storjord (good quarters at the under-forester's). From Storjord to Solgen (with the church of Beieren, p. 235) 14 Kil. more.

jord to Solsen (with the church of Beieren, p. 235) 11 Kil. more. From Bjældaanæs to Almindingen in the Saltdal is also a long day's journey, the route leading either through the Bjældaadal (following the telegraph-wires), or through the Gubbelaadal, Randal, and Lonesdal, which last forms the upper end of the Saltdal. Below the junction of the Saltdal and Junkersdal lies Gaarden Berghulnæs; thence to Almindingen and Rognan, see p. 237. - From Berghulnæs the traveller should proceed to the E. to the Junkersdals-Gaard, in the Junkersdal (14 Kil.; good quarters). The bridle-path thither leads through the Ur, one of the grandest rocky ravines in Norway, formed by the Kjernfjeld to the E. and the Solvaag-fjeld to the W. (4-5000 ft. high). The route is very dangerous in winter owing to the frequency of avalanches (Sneskred). The valley is named after the 'Amtmand', or governor, Junker Præbend von Ahn, who during a war with Sweden was encamped here with a body of troops. Farther up, the valley is called Graddis, and is traversed by a bridle-path to Sweden, much frequented in winter, and provided with several Fjeldstuer'. Many settlements of Lapps are to be met with on the heights in the Dunderdal and Saltdal, where acquaintance may easily be made with their Gammer ('earth-huts') and their mode of life (comp. p. 249). - From the Junkersdal to the Saltdal, see p. 237.

The next station, a little to the N. of the Ranenfjord, is -

55 M. Vigholmen (good quarters), charmingly situated. The Ranværingsbaade, pointed skiffs with lofty bows, recalling the Venetian gondola, are built here. They are called Fjering, Sexring, or Ottring, according as they have four, six, or eight oars (each pair wielded by one rower), these words being contractions of the numbers 4, 6, 8, in composition with æring, a termination from Aar ('oar'). These boats were formerly amazingly cheap, and even now a substantial 'Sexring' can be bought for 40-50 crowns. The Fembering (or Fembyrding), a heavier kind of boat, used in the

Lofoden fishery, and accommodating five men, is also built here. As might be expected, the Norwegian boatmen are much more adroit in the management of their craft than most other continental oarsmen.

From Vigholmen the steamboat steers to the N.W. between the islands of Huglen, Hannese, and Tombe. To the E. are seen the S.W. spurs of the Svartisen, and to the W. the singularly shaped islands of Lovunden and the group of Threnen (Threnstavene). The former, upwards of 2000 ft. high, is 20 Engl. M., and the latter, a group which is equally lofty, consisting of four rocky islands, 30 Engl. M. distant; but both seem quite near in clear weather. These islands are the haunt of dense flocks of sea-birds (Lunnen, Lundefugle, Mormon Arcticus), which nestle in the clefts of the rocks and are caught by dogs trained for the purpose.

The precipitousness of Lovunden, the summit of which appears to overhang the water, has given rise to the saying —

'Se! hvordan han luder den gamle Lovund!'

('See how it overhangs, the ancient Lovund'.)

Another saying is -'Hestemanden tute, Lovunden lute, og Trenen er længere ute.'
('The Hestemand blows his horn, the Lovund overhangs, and the Thren lies farther out.') See Peter Dass, 'Samlede Skrifter'; Kristiania, 1874; vol. i., p. 94.

Loyunden and Threnen are inhabited by fishermen only. On one of the latter group of islands there is a church, where the pastor of Lure occasionally performs divine service. These islands may be visited from the station Indre Kvare, but the passage of the Threnfjord is often rough. The coasting steamers sometimes touch at Lovunden. - Sandflesen, a mythical island like Gunillas

Gar in Frithiofs Saga, overrun with game, and with shores abounding in fish, is said to lie to the W. of Threnen.

In steering towards the Kvareer the steamboat traverses the Stegfjord, the passage between the Lure on the left and Alderen on the right, and we soon come in sight of the \*Hestmands of (1750 ft.), which is perhaps the most interesting island in this archipelago. To the right, on a projecting peninsula of the mainland, lies -

59 M. Indre Kvare, a lonely place, from which visits may be paid to the Melfjord (p. 233), the Lure, Lovunden, Threnen, and the Hestmand. The 'horseman's island', seen from the W., resembles a rider with a long cloak falling over his horse (see the legend mentioned above). The summit is said to be inaccessible, but an attempt to reach it might be made from Gaard Hestmoen on the S. side of the island. The view from it must be very grand, as even that from the ridge below the head of the horseman embraces the whole of the archipelago and the imposing Svartisen on the mainland. Those who visit the Lure should ascend the mountain (2110 ft.) at the back of Gaarden Lure, which lies 11/2 Engl. M. from the harbour. The view is extolled by L. v. Buch. - The Arctic Circle (66° 50'), which we now cross, passes through the islands of Threnen and a little to the S. of the Hestmandse,

Magnificent as the scenery has hitherto been, it is far surpassed by that of the \*Svartisen, which the steamer now skirts for several miles. This part of the voyage is usually performed at night, so that passengers have an opportunity of observing the effects of the midnight sun. Svartisen is an enormous mantle of snow and ice, resembling the Jostedalsbræ and the Folgefond, about 44 Engl. M. in length and 12-25 M. in breadth, and covering a mountain-plateau upwards of 4000 ft. in height, from which protrude a few Nuter or Knotde ('peaks', 'knolls'). From this plateau descend numerous glaciers to within a few hundred feet of the sea, those extending farthest down being in the Holandsfjord. The westernmost spur of this almost unknown region is the promontory of Kunnen (see below), which extends far into the sea.

The first station on this part of the voyage is (60 M.) Selsøvig, to the right of which is the Rangsundø, with the Melfjord and its grand mountains beyond it.

The Melfjord, which may be visited from Selsøvig, branches off into the Nordfjord and the inner Melfjord. From Gaarden Melfjord, at the head of the latter, a route crosses the Svartisen to Fisktjerumo, and leads thence to the Langvand and to Mo on the Ranenfjord (see p. 230).

62 M. Rødø, with the 'Norske Løve'. To the right, farther on,

62 M. Rødø, with the 'Norske Løve'. To the right, farther on, are the Tjongsfjord and the Skarsfjord, with their ramifications the Berangsfjord and Holandsfjord, which extend into the heart of Svartisen. Passing the Omnesø on the right, the steamer touches at (64 M.) Grønø, a picturesque and smiling island, one of the nearest points to the Svartisen, of which it commands a striking view, and the best starting-point for a visit to its magnificent scenery. The steamer affords a view of the deep indentation formed by the Glomfjord (see below), and then steers through a narrow strait between the Melø on the left and the Skjerpu on the right to the promontory of Kunnen. Far to the N. we obtain our first glimpse of the Lofoden Islands.

From Grønø we may take a boat into the Holandsfjord as far as Reindalsvik (fair quarters), and thence ascend the Reindalstind (2100 ft.), which commands a magnificent view of the Svartisen. — A visit should also be paid to the (1<sup>1</sup>/<sub>2</sub> Engl. M.) Fondalbræ, with its huge ice-caverns.

From Glommen, at the head of the Glomfjord (also reached by boat from Grønø), which does not penetrate so far into the Svartisen, the dreary Dokmodal or Arstadal may be ascended and the mountains crossed (without difficulty, though no path) to (30 Kil) Beierens Kirke (Soløen, Arstad, p. 234), at the head of the Beierenfjord.

The promontory of \*Kunnen or Rotknæet (1995 ft.) forms the boundary between the districts of Helgeland and Salten, and at the same time possesses a climatic and geographical importance similar to that of the promontory of Stadt in the Søndmøre (p. 167). From this point there is a 'Havsøie' ('sea glimpse'), or opening in the island-belt, through which a view of the open sea is obtained and its motion sometimes felt. To the N. the Fuglø comes in sight, and  $5^3/_4$  sea-miles beyond it the island of Landegode, resembling 'two gigantic buoys which mark the entrance to the Saltenfjord'. The

atmosphere here is often remarkably clear. — The opening in the 'Skjærgaard' is soon passed (generally at night), and we next observe on the left the Fuglø, the Fleina, and the Arnøer, and on the right the church of Gildeskaal and the large island of Sandhorn, the highest mountain in which is called Sandhornet (3295 ft.). The Beierenfjord (p. 235) may be entered either on the S. or the N: side of this island. This fjord and the promontory of Kunnen form the northernmost limit of the silver fir. — We now enter the Saltenfjord, obtaining a view in clear weather of the snow-mountains around the Sulitjelma (p. 236) to the E., and soon reach the curious rocky harbour of —

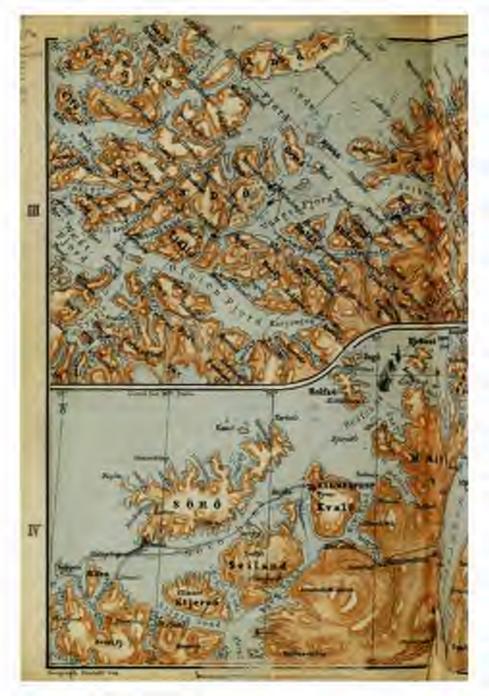
76 M. Bode (67° 17'; Nilsen's Hotel), a busy and increasing place, with 1500 inhab., the seat of the Amtmand or provincial governor, and a telegraph-station. The annual mean temperature here is  $37^2/5^0$  Fahr., that of July  $54^1/2^0$ , and that of January (not colder than Christiania) 32°. The large modern buildings contrast strangely with the old cottages with their roofs of turf (Naver). The stone church is very ancient, and contains several old pictures and the coats-of-arms of some Danish families. Almost all the steamers coal at Bodo. Passengers who do not intend making any stay here will at least have time to disembark and ascend the \*Løbsaas, a hill to the N.E. of the town, which commands a view of the Lofoden Islands to the W., of the Blaamandsfjeld (Olmajalos, 5350 ft.). a snowy range adjoining the Sulitjelma (which is not itself visible) to the E., of the Børsvatnstinder to the S.E. and the Sandhorn, with the Svartisen, to the S. (A similar view, though less extensive, is obtained from the fields, 5 min. to the S. of the town.) Geologists will be interested in the erratic blocks of syenite in the midst of a rock-formation of slate. The town is supplied with water from a neighbouring lake. — A pleasant excursion may be made hence to the (6 Kil.) Vaagevand, on the bank of which is a club-hut.

A road leads to the S.E to (1/2 hr.) the Church of Bods and the Præstegaard, at which Louis Philippe, when travelling as a refugee under the name of Müller (accompanied by Montjoye, who called himself Froberg), was entertained on his voyage to the North Cape in 1796. A room in the house is still named after him. On the S. wall of the church is the monument of a former 'Præst' (d. 1666). Beyond the church the road traverses a pleasant tract, with rich vegetation, on the bank of the Saltenfjord (p. 235). Herrings and small whales are frequently seen in the fjord here (p. 225).

Bode is a good starting-point for a number of very interesting Excursions, of which the three following are the most important. Comp. the Maps, pp. 218, 234.

#### 1. From Bode to the Beierenfjord.

This fjord, a profound mountain-chasm which is not unlike the Geiranger Fjord, is most conveniently visited by the steamer





'Salten', which usually leaves Bodo on Tuesday and Friday mornings and returns the same day (6 hrs. there and back). Crossing the Saltenfjord, we skirt the island of Sandhorn on the right. Stations Skaalland, on the left, and Sandnæs, in the island of Sandhorn. We now enter the \*Beierenfjord, a narrow inlet flanked by most imposing mountains. The narrowest point is at Gaarden Eggesvik. The third station is Kjelling, and the last Tvervik, whence the steamer returns to Bodo. From Tvervik we row to (3 Kil.) Soloen (good quarters at Landhandler Jentoft's), or to Arstad, where there is a skyds-station. The road leads thence through a picturesque valley, past Beierens Kirke (with Gaarden Moldjord adjacent), to Storjord, Aasbakke, and (about 20 Kil.) Toldaa (p. 231).

If neither of these routes be undertaken, the traveller should ascend from Solven (or Beierens Kirke) to the summit of the Hoitind (4120 ft.; with guide), which rises to the S. and commands a magnificent view of the mountain-solitudes extending into Sweden, of the Svartisen to the S., and of the sea with its numerous islands to the W., including even the mountains in the

Lofoden islands, 17-20 sea-miles distant.

#### 2. From Bodo to the Saltenfjord and Skjerstadfjord.

The steamboat 'Salten' usually leaves Bodø on Wednesdays and Saturdays for Rognan at the S. end of the Skjerstadfjord, where the Saltdal begins, and returns thence to Bodø at night. Stations: Valosen, Løding, Strøm, Skjerstad, Venset, Fuske, Leifset, and Rognan.

The Skjerstad Fjord is the western prolongation of the Saltenfiord, from which it is separated by the Strome and the Gode, to the N. of the Stromo. Between these islands and the mainland. are three very narrow straits, the Sundstrom (200 ft. wide), the Storstrom (500 ft.), and the Godostrom, through which an enormous mass of water has to pass four times daily, forming a tremendous, roaring cataract, commonly known as the Saltstrom, as each tide pours in or out of the fjord. The usual rise of the tide here is 5-6 ft. only, but when it increases to 8-9 ft., as in the case of spring-tides, the scene is a most imposing one. No vessel dares to attempt the passage at such times, and the violence of the cataract has even proved destructive to whales. The steamboat can pass through these straits during an hour or so at high or at low, tide only, and times its departure from Bode accordingly (from 4 to 10 a.m.). The Saltstrøm is described by Schytte in Bodes Beskrivelse', by Sommerfelt in 'Saltdalens Beskrivelse', by Vibe in his work on the sea and coast of Norway, and by other writers.

The Saltstrøm, which surpasses the famous Malstrøm (p.241) on the coast of the Lofoden Islands, is best viewed from Strøm, where we must disembark and wait for several hours (quarters at Landhandler Thomson's). A granite column at Baksundholm commemorates the visit of Oscar II. in 1873. (Friis' Reise). The ascent of the Børsvatnstinder to the S. of Strøm is recommended.

Skierstad, on the S. bank of the fjord named after it, lies at the entrance to the Misvær/jord, a bay of the fjord. Opposite, to the W., is the old gaard of Lonas, with an ancient burial-place. The steamer then recrosses the fjord to -

Venset (good quarters at Koch's). About 5-6 Kil. farther is @inesgavlen, a promontory of conglomerate, a formation which also occurs in the Kjutnas, 14 Kil. to the S. — The steamer next touches at ---

Fuske, on the N. bank of the fjord, whence a road leads by the Fuskeeid to Dybvik on the Foldenfjord (Sørfolden, p. 244).

Fuske is also the starting-point for an -

EXCURSION TO THE SULITJELMA. The route traverses the district called Vattenbygden, and passes the Nedre Vand, the Gore Vand, and the Languard (357 ft.). On leaving the stramer we cross the Finneid, where there is a fine waterfall, past which runs a wooden slide (Lapp muorka) for the purpose of drawing boats up to the lake. We then row on the Nedre Vand to Moen, at its upper end, and, if possible, as far as Skjønstuen, the last skyds-station, at the head of the Øvre Vand. Next day we walk to (3 Kil.) Stormo, where the forester (Skovvogter) lives, and ascend thence to the Languard (360 ft.), a boat on which conveys us past a number of gaards to Fagermo at its upper end (quarters at Opsidder Søren's, who also acts as a guide). A height to the E. of the gaard should be ascended for the sake of the view it affords of the \*Sulitjelma (6150 ft.), which only a single valley separates from the spectator. The spectacle is of surpassing grandeur. The ascent of the Sulitjelma from this side has rarely or never been attempted.

"The extensive pedestal of the gigantic Sulitjelma, which is formed of a kind of mica-slate as hard as glass, rises almost immediately from the Langvand, extends from E. to W. for upwards of a mile, slopes towards the S., and ascends again at its N. margin, where it is 4780 ft. above the the S., and ascends again at its N. margin, where it is 4780 ft. above the sea-level, and where, with its various peaks, it assumes a nearly semicircular form. The mountain is covered with enormous masses of snow, which have forced the glacier to descend 700 ft. below the snow-line, and it culminates in two colossal peaks, often concealed by clouds, the northernmost of which is 6485 ft. in height, while between them the tongue of the glacier descends into the narrow valley. The S. peak is divided by a deep cleft into two rocky pinnacles, which, as well as the N. peak, rise in tremendous precipices from the glacier below. To the N. extends the vast and gently sloping glacier of the Blacmand, and to the S. the mountain is adjoined by the flat Lawietield.

the S. the mountain is adjoined by the flat Lairofjeld'.

The name Sulitjelma is of Lapp origin, being compounded of two words (Sullui Čielbma) signifying the threshold of the island world. The 'Blaamand' derives its name from a mass of blue glacier-ice somewhat resembling a human figure, which becomes visible when the snow melts. The old ice under the névé is called Blaabræen in other parts of Norway.

The great Swedish naturalist G. Wahlenberg, the author of works on the flora of Lapland and of the Carpathians, spent several weeks in 1807, in a tent on the Virijaur (p. 237), about 1850 ft. above the sea, with a view to explore the Sulitjelma group. He describes the various peaks and the glaciers (here called Jakna), and ascended the highest peak of the mountain, the height of which he estimated at about 6000 feet. Between the summit and the southern peak (5320 ft.) the Salajakna descends towards the S. to the Lomijaur (2260 ft.; jaur, 'lake'), a depth of 2570 ft., according

to Durocher's calculation. This lake is separated by a narrow Eid, the watershed (Vandskillet) between the Atlantic and the Baltic, from the Swedish Pieskajaur. — Adjoining the Sulitjelma group on the N. is the Olmajalos (p. 234), with its two glaciers, the Olmajalos and the Lina-Jækna. About 30 Engl. M. to the N.E. rises the Sarektjokko (6990 ft.), the highest summit in the range. — See G. Wahlenberg's Berättelse om Mätninger och Observationer vid 67 Graders Polhöjd'; Stockholm, 1808. Wegen', 1877. Du Chaillu's Land of the Midnight Sun, 1882.

Passes to Qvickjock and other places in Sweden, see below.

Rognan, the last steamboat-station, where the steamer stops for 1 hr. or more, lies at the end of the Saltenfjord, on the left bank of the Saltdalselv, while Saltdals Kirke stands on the right bank. Good quarters at Ellingen's at Saltnæs, 3-4 Kil, from Rognan.

From Rognan, which is a skyds-station, we may drive up the Saltdal to (8 Kil.) Sundby (quarters at Larsen's, the forester).

About 18 Kil. from Rognan is Almindingen, a little below which, on the opposite bank of the river, lies Evensgaarden (good quarters). From the latter a route ascends the Evenæsdal for a short distance, and leads to the S. across the Solvanafield, on the N.E. side of the Solvaagtind, to the Junkerdals-Gaard (p. 231), a short day's walk, with which the ascent of the Solvaagtind can easily be combined. - From Almindingen the road next leads to (13 Kil.) Lerjordfald. About 3 Kil. above Lerjordfald we cross the river near Langsandmo or Troldhølen and reach Gaarden Berghulnæs, where a horse and guide to Beieren and Ranen may be procured. The route now leads through beautiful pine-wood to (11 Kil.) Storjord (quarters at the house of the 'Forstassistent'), in the Beierendal (p. 231). Excursion to the Junkersdal, and route to the Dunderlandsdal, see p. 231.

The Passes to Sweden are very rough and fatiguing in summer. (In winter they are traversed more easily, being then practicable for *Kjærris*, or reindeer-sledges, p. 268) Between the gaard of the last 'Opsidder' on the Norwegian side to that of the first 'Nybyggare' on the Swedish, the traveller must frequently ride 12 or even 20 hours. It is usual to break this part of the journey by spending a night in one of the Lappish 'Laotah', or fents. At places, too, there are 'Fjeldstuer', erected by government for the accommodation of travellers, where shelter at least may be procured. A guide and a supply of provisions are indispensable.

1. From the Junkersdal, the upper part of which is called Graddis, a path leads to the S.E., passing the Godjavre, or through the Merkdal to the Sadva Lake, Horn-Avan, and Skelleftea on the Gulf of Bothnia. On each side of the pass there is a Fjeldstue.

2. From the Junkersdal another path leads to the N.E., passing (11 Kil.) Skaidi, to the (17 Kil.) Balvand, and thence to the S.E. to the Horn-Avan, where it joins the above route. The Balvand may also be reached from the Langvand, at the W. end of the Sulitjelma group, so that a circuit from the Junkersdal to the Balvand and Langvand, or the reverse, may

be made by those who do not intend crossing into Sweden.

3. From Fagermo on the Langvand (p. 236) a route leads past the N. side of the Sulitjelma group to Qvickjock on the Lulea-Elf in Sweden (120 Kil; 5 days). The path leads past the Rovigaur and Farrejaur to the Virijaur (once the head-quarters of Wahlenberg, the naturalist), where Lapps with their tents are generally met with. Thence to Njungis, the first permanently inhabited place in Sweden, and to Qvickjock (p. 371).

The first of these routes is the easiest, the third by far the grandest.

3. From Bode to the Lofoden and Vesteraalen Islands.

The Vestfiord separates the long chain of the Lófoden and Vesteraalen Islands from the mainland, and is prolonged by the Ofotenfiord, which forms a deep indentation in the coast. The Lofoden and Vesteraalen groups are separated from each other by the Raftsund, which lies between the Øst-Vaage on the W. and the Hinds on the E., all the islands on the W. of this boundary belonging to the Lofoden, and those on the E. and N. to Vesteraalen. The Lofoden Islands describe a long curve towards the W. and S. somewhat resembling a horn, which tapers towards the S. from the Hinde; and they have not inaptly been likened to the skeleton of some vertebrate animal, the smaller vertebræ of the tail being at the S. end. Most of these islands lie so close together that no opening in their long mountain chain is visible from a distance. but the intervals between those at the S. end of the group are wider. The principal islands and straits (Sunde, Strome), from the Hinde towards the S.W., are: the Raftsund, through which lies the steamboat's course to the N.W. Vesteraalen; the Ostvaage, the largest of the Lofoden Islands: the Gimsøstrøm, in which lies the Gimsø; then Vestvaugø, with the Napstrøm; the island of Flagstad with the Sundstrøm, and the Moskenæsø; the famous Malstrom, or Moskenstrom, and the island of Mosken; the Varo. and lastly the archipelago of Rost. — This chain forms a perfect maze of mountains, bays, and straits, interspersed with thousands of small rocky islets (Holme, Skjær, or Flese, from the Icel. flesjar, as they are often here called), and numerous excellent fishingbanks (Skaller, Klaker), and enlivened at places with fishingstations and small harbours (Var). Most of the mountains are picturesque and pointed in shape, and many of them rise immediately from the sea (as the Vaagekalle, at Henningsvær, 3090 ft. high), while the whole range, sometimes called the 'Lofotvæg' ('Lofoden wall'), with its countless pinnacles, which have been compared to sharks' teeth, presents a singularly impressive scene. A peculiarity of these mountains is the crater-like formation of many of their peaks, recalling those of the Tatra Mts. in Austria. So far as they are not covered with snow, they are for the most part clothed with a kind of green moss, which possesses a curious luminosity, particularly in damp weather; but there is also no lack of entirely barren rocks. Good harbours (Vaage, Icel. Vagar) abound, where the largest vessels, dwarfed to the dimensions of nut-shells, lie in close proximity to enormous walls of rock, several thousand feet in height. The larger islands contain rivers and lakes of no inconsiderable size. The growth of trees in this high latitude is but scanty, but there is abundance of fresh green vegetation owing to the humidity of the climate in summer and its mildness in winter. The sea never freezes here. - The scenery of the Lofoden Islands, as well as that of the mainland opposite, is viewed to the best advantage on a bright summer day, in steering across the Vestfjord. By midnight light they present a strange and weird, but less imposing appearance, while the moon is entirely shorn of its silvery lustre by the proximity of the orb of day. Still more picturesque is the scene when witnessed during a gale or a passing thunder-storm, the solemnity of which greatly enhances the wildness of the picture. Having seen the Lofoden Islands in all these various aspects, the writer ventures to affirm that they surpass the finest scenery of Southern Europe in sublimity.

The famous Lofoden Fishery (Gaatfiske) is prosecuted on the E. coast of the islands from the middle of January to the middle of April. Millions of cod (Skrei-Torsk, Gadus morrhua), which come here to spawn, are caught here annually, with nets (Garn), long lines (Liner) provided with numerous baited hooks, or handlines (Djupsogn, or Dubsagn). The fish are then carefully cleaned, and either dried (Torfisk) on the islands on wooden frames (Hjelder), or slightly salted and carried to drier regions on the mainland, where they are spread out on the rocks to dry (Klipfisk, from kleppen, to split open). When the fish is cut open and the backbone removed, it is called Rotskiar; when simply cleaned in the ordinary way, it is called Rundfisk or Stokfisk. The Tørfisk is chiefly exported to Italy, and the Klipfisk to Spain, where it is known as bacallao seco (comp. p. 170). Fish simply salted without other preparation are called Laberdan. The heads were formerly thrown away, but are now dried by fire and pulverised, and thus converted into manure. A German manufactory for the purpose has been established at Henningsrar, and a Norwegian at Svolvar. On some of the outlying islands the cod-heads are boiled with sea-weed (Tare) and used as fodder (Levning) for the cattle. During the three fishing months no fewer than 20-25,000 fishermen are employed on the Lofoden coasts. The boats, to the number of 5500 or more, flock to the three principal fishing-banks, within a mile of the islands, where the water varies in depth from 30 to 120 fathoms. The shoals (Torskbjerg) of cod, probably on their way from the great banks farther N., extending along the coast and thence to Spitzbergen, are here so dense that hand-line fishers, with artificial minnow (Pilk) and sinker (Jernsten, Søkkjet, Sykket), hook their prey as fast as they can lower their lines. Each boat's crew is called a Lag, over which the Hovedmand or captain presides. The annual yield averages 20 million fish, many of which are of great size, and the number has even reached 29 millions. An average catch (Fisket) of 5-6000 cod per boat is considered a fairly good haul. The chief stations are Henningsvar, where a naval officer is posted to preserve order, Vaagen, and Svolvær (the island of Skroven). The motley multitude, assembled from the N. and W. parts of Norway, presents a most interesting

and novel sight. Most of the fishermen sleep in temporary huts (Rorboder) erected for their accommodation. In the middle is the fire-place (Komfur), where they cook their Supamelja (a kind of soup) and Okjysta. The whole proceedings are usually very orderly and peaceable, especially as no opportunity is afforded for the purchase of spirits. Many of the fishermen realise very handsome profits, and as they are paid in cash, the coffers of the Norwegian banks are often well-nigh drained for the purpose. A clergyman (Stiftskapellan) is stationed here during the period of the fishery for the purpose of performing additional services in different parts of the islands. — At the close of the winter fishery (Gaatfisket) most of the fishermen proceed towards the N. to Finmarken to prosecute the Vaarfiske ('summer fishery') or Loddefiske (p. 259).

The winter fishery is unfortunately often attended with great loss of life. Thus when a westerly gale unexpectedly springs up, rendering it impossible to return to the islands, the open boats are driven across the broad and stormy expanse of the Vestfjord for a distance of 10-12 sea-miles, often capsizing before they reach the mainland. On these occasions the 'Tollekuive' of the ill-fated crew are sometimes found sticking on the outside of their craft, where they have been used by their owners for the purpose of enabling them to hold on. Some of the boats are, indeed, provided with handles (Stropper) for this purpose. One of the most serious catastrophes of the kind took place on 11th Feb., 1848, when 500 fishermen perished.

The total length of the Lofoden and Vesteraalen Islands is about 130 Engl. M., their area 1560 sq. M., and their permanent population about 20,000 souls.

STEAMBOAT TO THE LOFODEN ISLANDS. The most convenient way of visiting these interesting islands is by the local steamer from Bodø, which usually starts early on Friday mornings, and plies thence to all the principal points on the Lofoden Islands, including the Hindø and part of the Ofotenfjord, performing the whole voyage in about four days. As the vessel proceeds to the extreme point of its voyage, and returns thence by nearly the same route, the traveller may disembark at one of the most interesting points and remain there for one or two days. The large steamers also call at Lødingøn and the other principal stations in the Lofoden and Vesteraalen Islands. Comp. Norges Communicationer.

Leaving Bodø on Friday morning, the local steamer steers across the Vestfjord to Værø, Moskenæs, Reine, Sund, Balstad, Stamsund, Lyngvær, Gimsø, Henningsvær, Kabelvaag, and Svolvær.

Early on Saturday it starts for Brettesnæs, Digermulen, Hanø, Melbo, Stene i Bø, Stokmarknæs, Kvitnæs, Sortland, Skjoldehavn, Risøhavn, Alfsvaag, Langnæs (Stø), Sommerø, Bredstrand, and Sunderø.

On Sunday the boat returns by the same route to Brettesnæs, whence it diverges to Kjeø and Lødingen.

On Monday the steamer proceeds to Lidland on the Ofotenfjord, and to Fagernæs on the Beisfjord, the E. arm of the Ofotenfjord. It then returns by the same route to Svolvær, where passengers may catch the Christiania steamer for the N. Cape.

Moskenæs is the principal village, with the church, of the large Moskenæsø. To the S. of it is the famous Malstrøm or Moskenstrøm, a cataract formed like the Saltstrøm (see p. 235) by the pouring of the tide through a narrow strait, but inferior to it in grandeur. It assumes a most formidable appearance, however, when on the occasion of a spring-tide the wind happens to be contrary and disturbs the regular flow of the water. There are several other rapids of the same description among the Lofoden Islands, the navigation of which is not unattended with danger. The worst part of the Malstrøm ('grinding stream') is at a deep sunken ridge between the Lofotodde (the S. promontory of the Moskenæsø) and the Høgholmer ('hawk islands'), called the Horgan, where the sea seethes and foams angrily at almost all states of the tide.

The Vare lies 2 sea-miles to the S. of Lofotodden, and 4 M. to the S. of Moskenæs. The church, transferred hither from Vaage in 1799, contains an altar-shrine with reliefs in alabaster.

The flat and populous island of Rost, 4 M. to the S.W. of Værø, lies in a very lonely and open situation, forming the tip of the horn with which the Lofoden group has been compared. It possesses a small church, but the 'Præst' lives in the Værø. Auks (Alca pica) are hunted here, as in the island of Lovunden (p. 232), with dogs trained for the purpose. The climate here is so mild that the sheep pass the winter in the open air, whence they are known as Udgangsfaare.

On the way to the N. from Moskenæs we pass the rapids of the Sundstrøm, the Napstrøm, and the Gimsøstrøm. Among the higher mountains the following deserve mention. Near Balstad (steamb. stat.) on the small island of that name, rise the Skotstinder, and in the Vest-Vaagø are the Himmeltinder and the imposing promontory of Urebjerg. We next reach Stene, Stamsund (steamb. stat.), and Gimsø-Lyngvær (steamb. stat.) in the Gimsøstrøm.

The steamer now calls at several stations in the Øst-Vaags. The first of these is Henningsvær, above which towers the grand Vaagekalle (3090 ft.). The Skjær, or rocky islands, to the right, are the Vestvær, Grundskallen, and Flesene. The whole of this region is renowned for its fishery. Vast flocks of birds are frequently encountered, and whales are not uncommon here. In the island of Flakstadø, near Sund, there is a bay called Kvalvig ('whale creek'), where numerous whales are caught annually. What

attracts them to this spot is unknown, but the fact that the water suddenly becomes shallow here, and that the whale has great difficulty in turning, constitutes the creek a natural trap from which escape is almost impossible.

From Henningsvær the next stations, Orsvaag and Kabelvaag, can be reached by water only. Near Orsvaag are the church and parsonage of Kirkevaag, founded at the beginning of the 12th cent., where Hans Egede, the Greenland missionary, was pastor in 1707-18.

A walk may be taken from Kabelvaag by a good road to (1½ hr.) the Norwegian manure-manufactory near Svolvær. Imposing scenery. Acquaintance will thus be made with the vegetation of the islands; and the manufactory itself, where the cods'-heads are pulverised in large pans, may also be inspected. From this point it is possible to reach Svolvær (steamb. stat.; good quarters at the Landhandler's) by land (crossing a river and passing a picturesque lake), but as the road takes a long circuit, the steamboat is preferable. Near Svolvær rises the lofty \*Svolværjuret, and opposite to it lies the island of Skroven, 1 sea-mile distant. To the N. is Molta. A navigable channel leads hence to the N.E. through the Ohellesund into the Raftsund, the last of the Lofoden Strome, and separating the Ostvaago from the

Hindø, an island 860 Engl. sq. M. in extent. At the S.W. extremity of Hindø lies Digermulen (steamb. stat.), at the entrance to the Raftsund, into which the vessel now steers. The scenery here is very fine, especially at the point where the Troldfjord diverges to the left.

At the N. end of the Raftsund lies Hans (steamb. stat.), also on the Hinds. Opposite, to the N., is the island of Brods. The steamer then crosses the Hadselfjord (passing the Mssadelen, which rises in the Hinds to a height of 3600 ft.) to Melbo in the pleasant Ullvs, from which a view of the open Arctic Ocean is obtained. Skirting this island, we next touch at —

Stene i Bø on the Langø, an island with numerous peninsulas, fjords, and narrow isthmuses, forming nearly the whole W. side of the Vesteraalen group, and containing together with the Skogsø five different parishes (Fjerdinger). We next call at—

Stokmarknæs, steer through the narrow Børøsund to Kvitnæs, in the Hindø, and thence to the N., between the Langø and the Hindø, to —

Sortland on the Sortlandsund. During the whole passage the Mesadelen remains in view. Its glaciers are said to be the veil of a maiden giantess fleeing from her pursuers, all of whom, like herself, have been transformed to stone. The scenery here is both grand and pleasing. The next station is —

Skjoldehavn in the island of Andø. The island of Andø, about 270 Engl. sq. M. in area, is less picturesque than the others

of the Vesteraalen group, a great part of it being occupied with flat marshes, where the 'Multebær' grows abundantly. The highest mountain in the island, to the W. of Ramsaa, about 1850 ft. in height, commands a magnificent view, but the ascent is marshy and rough.

A local steamer from Tromsø plies to the N. coast of the Andø, calling at Andenws and Dverberg, whence a visit may be paid to the coal-

fields of Ramsaa.

Opposite Skoldehavn lies Alfsraag in the Lange, situated on the Gavlfjord, which separates the Lange from the Ande. The steamer proceeds as far as Langenæs, the N. extremity of the Lange, returns thence and steers round the S. end of the Ande to the stations Sommere, Bredstrand, and Sundere on the E. coast. The steamer now retraces its course, calling at the same stations, to Svolvær (p. 242), whence it steers across the Vestfjord to Kjee, at the S. end of the Hinde, and to—

Ledingen (tolerable quarters), picturesquely situated on a peninsula of the Hinde, which is here separated from Tjælle and the mainland by the Tjællsund. As all the steamboats lie here for some time, passengers will always have time to walk to the (20 min.) Church and Parsonage. Interesting flora; Multebær abundant. Those who have 4 hrs. to spare should ascend the Le-

dingsakselen (1050 ft.), to the W. of the village.

To the S. of Lødingen opens the Tysfjord, which may be visited from Korsnæs (p. 245), but the outer part of it is uninteresting. Its ramifications, the Hellemofjord and the Boinfjord, extend inland to within 6 Engl. M. of the Swedish frontier. From Musken, near the head of the Tysfjord, a route leads by Kraakmo, situated between the 4th and 5th of the seven lakes bearing the name of Sagvand, to Tommernæs on the Sagfjord, and another to Hopen on the Nordfolden (p. 244). — From Kraakmo (where excellent quarters are obtainable) we may ascend the huge Kraakmotind, and make an excursion by the 5th, 6th, and 7th Sagvand (the boat being dragged across the intervening necks of land) to the magnificent primæval forest adjoining the 7th lake. Travellers from Kraakmo to Tømmernæs on the Sagfjord (7 Kil.) cross the four lower Sagvand lakes by boat. A waterfall 50 ft. high is passed a little before the fjord is reached. — Another route leads from Drag on the Tysfjord across the picturesque Dragseid to the Sagfjord. The steamboat-stations nearest the Sagfjord are Bogø and Trano (pp. 244, 245).

On leaving Lødingen the steamer steers to the N.E. into the Ofotenfjord, one of the largest fjords in Norway. The S. shore, on which lies Balangen, is fertile but comparatively tame. The steamboat touches at Lidland (good quarters at Klæboe's), on the N. side of the fjord, at the entrance to the bay called Bogen, and then holds to the S.E. to Fagernæs on the Beisfjord (quarters at \*Mosling's). The grandest scenery on this fjord is to be found in its W. ramifications, particularly the Rombak and the Beisfjord, between which rise the easily ascended Totta (5150 ft.) and Vomtind. The Landhandler Mosling at Fagernæs will provide the traveller with a guide (probably Jo Larsen, a Lapp).

To the S. from the Ofotenfjord diverges the imposing Skjomenfjord, at the end of which lies Elvegaard (good quarters). A route to Sweden

leads hence through the Sørdal, passing the old copper-mines of Skjangli (38 Kil.). By far the finest scenery here, however, is on the W. arm of the Skjomenfjord, at the end of which is Skjombotn, above which towers the Frostisen (to the W.), with its enormous glaciers.

The steamer returns from Fagernæs to Lødingen in the afternoon, and then continues its homeward course, calling at the same stations as on the outward voyage. On the evening of the fifth day after its start it reaches Bodø.

# 30. From Bodø to Tromsø, Hammerfest, Vardø, and Vadsø.

## Finmarken. North Cape. Nordkyn.

134 M. (536 Engl. M.). Steamboats (three to Hammerfest, and one to Vadsø weekly), comp. pp. 221, 226. The voyage to Tromsø (49 M.) usually takes 1½, to Hammerfest (79 M.) 3, and to Vadsø (134 M.) 5½ days.

Bodø, see p. 234. — The steamer steers round the Hjertø, running chiefly within the Skjærgaard. On the left rises the mountainous island of Landegode.

4 M. Kjærringø, the first station, lies to the S. of the Folden-fjord, the surroundings of which are very grand. The lower part of the mountains has frequently been worn quite smooth by glacier-action, while their summits are pointed and serrated like the Aiguilles of Mont Blanc. One mountain in particular, of which Prof. Forbes gives a sketch ('Norway', p. 58), presents the appearance of an extinct crater. At the head of the Foldenfjord rise other huge mountains, the peak of one of which resembles the Matterhorn.

The Foldenfjord divides into the Nordfolden and the Sørfolden, to both of which a local steamer plies from Bodø on Tuesdays and Thursdays, in 10-12 hours. The stations are Myklebostad (10 Kil. to the N. of Bodø), Kjærringø, Leines (on the Leinesfjord, to the N. of Nordfolden), Nordfolden, Røsvik (on Sørfolden; good accomodation at Norman's), and Nybvik (at the end of Sørfolden, on Thursdays only). From Dybvik across the Fuskeeid to Fuske on the Saltenfjord, see p. 236. The scenery is exceedingly wild, and there are very few signs of cultivation. — From Sørfolden the Leerfjord diverges to the N.E.; from Nordfolden branch off the Vinkefjord, with its prolongation the Slaufjord, and the Mørkesrikfjord. These fjords are almost entirely uninhabited.

Shortly before reaching (9 M.) Greto the steamboat passes through the Gissund, an extremely narrow strait, the bottom of which is often distinctly visible through the clear green water immediately under the steamer, and where the navigation requires great caution. It then passes between the Engelvær on the W. and the Skotsfjord, with the Skotstinder, on the E., steers eastwards into the Flagsund, bounded by the mainland on the S. and the Engelo (Stegen) on the N., and stops at

12 M. Bogø. Steering in a sharp curve round Stegen, we observe on the right the beautiful, but sequestered Sagfjord, which extends inland to Tømmernæs, about 4 sea-miles distant. Farther on, leaving the Lundø to the right, the vessel again steers out into the Vestfjord, where in clear weather a magnificent \*View is

disclosed of the entire Lofoden range, one of the most superb sights on the whole voyage. We now traverse the open fjord, unprotected by islands, this being one of those parts of the voyage known as 'et rent Farvand' ('an open course'). The fjord contracts. To the right rises the peak of the Hammerstind. We pass the stations of Trans i Hammer and Korsnas on the Tysfjord (p. 243), and next stop a

and next stop a 22 M. Lodingen, on the Hindo, an important station for passengers and mails for the Lofoden and Vesteraalen Islands,

see p. 243.

The steamers usually leave Lødingen very early in the morning and steer through the *Tjællsund*, which afterwards expands into the *Vaagsfjord*, the scenery at first being comparatively tame. Passing (26 M.) Sandtorv in the Hindø, where we enter *Finmarken*, the northernmost province of Norway, we next touch at —

30 M. Harstadhavn, the first station in Tromssamt, situated on a fertile height, and one of the most beautiful places on this part of the coast. Towards the E. lies an expanse of water resembling an Alpine lake, with snow-mountains in the background; to the N. rises the Senjehest, the S. promontory of the large island of Senjen. — About 20 min. walk to the N.E. of Harstadhavn is the famous old church of Throndenas, containing a good altar-piece. A visit to it is interesting, but the steamer does not stop long knough to admit of it. Roads lead hence to the Kasfjord (view of Ands) and the church of Raa. Harstadhavn is the junction of several steamboat lines. All the large steamers touch here, and also the local boat from Tromss to Ands (see p. 243).

The steamer next steers to the E. across the Vaagsfjord to the promontory of Roldø. To the left are the Grytø and the Senjehest, between which a glimpse of the open sea is obtained. We now pass through the strait between the Roldø and the Andorjø.

32 M. Havnvik, in the Roldo. The church, in Ibestad, is, like that of Throndenæs, of stone with a vaulted roof, while all the other churches in Tromso Stift are timber-built. To the S.E., on the mainland, towers the Messetind (3320 ft.), to the S. of which rises the Skavlikollen (3300 ft.). Both of these mountains may be ascended, with a guide, the first from the Gratangenfjord, the second from the Graviford.

The scenery becomes very grand as we steam through the Satangenfjord, between the Andorjø and the mainland. On the left rises the huge Aarbodstind, with a large glacier and a fine waterfall, and on the right the pointed Faxtind (4120 ft.; Fax, 'mane', 'fringe'). The scene is most impressive at the next station —

35 M. Kastnæshavn, whence all these mountains, including the pinnacle of the Faxtind, are seen simultaneously, while the horizon to the W. is bounded by the mountains of Andø and others. To the W. lies the Dyrø, with the Dyrøsund. The voyage be-

tween Havnvik (or even between Harstadhavn) and Kastnæshavn should on no account be missed by the traveller, and the scenery should be witnessed both in going and in returning. The writer, who saw this sublime spectacle both in bright sunshine and in wild, stormy weather, considers it unsurpassed in Norway.—In the Salangenfjord, as well as elsewhere, it should be observed that the glacier-action has had the effect of wearing smooth the lowest third of the mountains ('roches moutonnées'), while the two-thirds above are rough and serrated.

The TROMSØ LOCAL STEAMBOATS touch at Soveien in the Salangenfjord, from which a journey to the E. to the Bardudal and the Maalselvsdal may be undertaken (see below). Passengers by the larger steamers reach Søveien by landing at Havnvik and rowing thence (3 sea-miles).

39 M. Kløven, on the large island of Senjen. Large quantities of Kveiter (Hippoglossus maximus; skate) are taken here, sometimes attaining a length of 7-10 ft. To the S.E. rises the snow-clad Ghirragas-Tjokko, or Islinden.

42 M. Gibostad, also in the island of Senjen, which is separated from the mainland by the strait through which the steamboat passes. The shores on both sides are green, wooded, and tolerably well peopled, and in the background rise snow-clad mountains, the chief of which is the Broddenfjeld to the S.— Though still pleasing, the scenery between Kastnæshavn and the Malangenfjord is inferior to that above described.

The \*Malangenfjord, with the fjords to the N. and S. of it, forms a large cross, the four arms of which are seen at one time from the deck of the steamer, while to the N.W. we obtain a glimpse of the open sea through the Vangs Havsoie. The fjord, which formed the N. frontier of Norway in the middle ages, is enclosed by lofty mountains in every direction. To the S. rise the snowy Maalselvsdal Mountains. The steamer does not enter the deep indentations formed by the Nordfjord and Auerfjord, but touches at (47 M.) Maalsnas on a promontory in the Malangentjord, near the mouth of the Maalselv, the waters of which still ruffle the surface of the fjord. The estuary of the river freezes in winter, but the fjord remains open lower down.

A very interesting excursion may be made from Maalsnæs through the Maalselvsdal to the S.E. to the Rosta-Vand and the Rostafield (a carriole-drive of about 6 M.), and another to the S. to the Alte-Vand in the Bardudal.— Instead of returning to Maalsnæs, the traveller may proceed from Kirkemoen in the Bardudal to the W. to Soveien on the Salangenfjord (see above).— The inhabitants of these valleys are chiefly colonists (Indflytterfolk) from the Osterdal (valley of the Glommen, p. 206) and the Gudbrandsdal (p. 116), the first of whom were induced to settle here by the chamberlain Berndt Ancker in 1796.

1. THROUGH THE MAALSELVSDAL TO THE ROSTAVAND. We drive from Maalsnæs (to which it is advisable to telegraph beforehand for horses) past Hollendernæs, a place deriving its name from the settlement which the Dutch once attempted to found here against the will of the German merchants of Bergen, by whom the whole trade of Norway was then monopolised. This circumstance is alluded to by Peter Dass in the following lines:

'Men der denne Handel lidt længe paastod. Da blev det de Bergenske Kjøbmænd imod, Hollænderne maatte sig pakke.' (But their trade was soon doomed to expire By the merchants of Bergen in ire: So the Dutchmen had soon to be off.)

The first station in this picturesque valley is (14 Kil.) Guldhav. The road then leads past the church of Storbakken to (11 Kil.) Moen. The imposing mountain facing us is the Ghirragas Tyokko, or Istinden (about 5150 ft. high), somewhat resembling a crater. An excellent point of view is the mountain called Lille Mauket, near Moen, 1850 ft. in height.

(The rest of this route lies beyond the limits of the Map.)

Passing the small stations of (11 Kil.) Bakkenhaug and (9 Kil.) Neergaard, with its small church, we arrive at Gverby (poor quarters), which, with the Nordgaard, lies at the confluence of the Maalselv and the Tabmokelv. Above the Rostavand rises the huge Rostafjeld (5150 ft.), the ascent of which is not difficult, and may even be undertaken by mountaineers without a guide. The route is to Gaarden Kongslid (very good quarters), whence the ascent is made through a small valley on the E. side. Wild reindeer are sometimes seen on the way. Opposite the Rostafjeld, to the S., rise the Likkavarre, Ruten, Alap and Seutivarre (Kam-næsfjeld); to the S.E. the Likkafjeld; to the E. quite near, the Brattifjeld.

2. Through the Bardudal to the Altevand. We follow the above route to Moen, and drive thence to (14 Kil.) Finsund, the first station in the Bardudal. Near Fosmoen, in the vicinity, is the Bardufos, a fine waterfall of the Barduelv. To the left rise the Istinder, the westernmost of which may be ascended; to the right the equally lofty Alafjeld.

The next stations in the Bardudal are (14 Kil.) Rydningen and (9 Kil. Kirkemo, where the road to Søveien on the Salangenfjord diverges to the W. - From this point to (8 Kil.) Viken and the Altenvand the road is uninteresting. From Stromsmoen (good quarters) onwards it is rarely used except by Finnish traders on their way to Sweden in winter. - On the Altenvand, about 14 Kil. beyond Viken, boats are always procurable. To the N. of the lake rises the Guolaçærro ('box mountain', 5660 ft.), and to the S. the Rokomborre (5350 ft.). At its efflux from the lake the Barduely forms a deep ravine, which is so narrow that a man can leap

3. From Kirkemo to Søveien on the Salangenfjord. A good road crosses the hill called Kobberyggen ('seal's back') to (11 Kil.) Kroken. We next drive to (6 Kil.) Elvebakken, then along the Nedre Vand to Vashoved, and lastly to Seveien (p. 246), about 28 Kil. more.

and lastly to Soveien (p. 246), about 28 Kil. more.

The above routes may be combined thus: 1st Day. From Maalsnæs to Øvreby or to Kongslid. 2nd Day. Ascend the Rostafjeld. 3rd Day. Drive to Kirkemoen in the Bardudal. 4th Day. Drive to Søveien.

Several routes lead from the Maalsdalselv to the Balsfjord. The easiest (with guide) is from Olsbory, a little to the N. of the Moen station, to Storstenæs (1st day), from which it is possible to reach Nordkjos, at the S.E. end of the fjord, by boat on the same day. Steamboat thence on the Balsfjord, on the E. bank of which rise several mountains upwards of 5000 ft. high, to Tromsø. — Instead of taking the steamer direct to Tromsø, enterprising travellers may proceed (hoat and quide not easily Tromsø, enterprising travellers may proceed (boat and guide not easily procured; gnats in abundance) from Nordkjos in one day to Mælen at the S. end of the Lyngenfjord, and row thence to (28 Kil.) Skibotten (good quarters). Thence by boat next day to (17 Kil.) Lyngen, where the Tromsø steamer is reached. — The Lyngenfjord is described on the way from Tromsø to Hammerfest (see p. 251).

Leaving Maalsnæs, the steamer returns to the centre of the cross formed by the Malangenfjord (passing the huge Bensjordtind, 4430 ft., on the right), and then steers to the N.E., skirting the large island Kvale on the left, into the Tromsesund ('Til Troms'), on which lies --

49 M. Tromsø. — Hotels. Grand Hotel, R. 21/2, B. 1 kr.; Hotel Garni, both to the W. of the church.

Booksellers: Holmboe and Nilsen. — Photographer: Vickstrom, near the market, who sells photographs of Lapps. — Furs (polar-bears' skins,

etc.) at several large shops.

Steamers. Several local steamboats ply from Tromsø to the Lofoden and Vesteraalen Islands, and to the Ulfs, Lyngen, Reisen, and Kvenang Fjords. All the large Nordland steamers also call here. Comp. Communicationer.

Tromsø, a town with 5400 inhab., picturesquely situated on the island of the same name, and on rock of a peculiar shellformation, lies in 69° 38' N. latitude. It was raised to the rank of a town in 1794, and is a busy and gay little place, admirably adapted for a stay of some days by way of interlude on the voyage to the North Cape. The annual mean temperature is 353/5° Fahr... that of July 50°, and that of January 23°, while in the interior of Finmarken the annual temperature is 29° only and that of January 5°. In the market-place are the Town Hall and the neat Roman Catholic Church. The interesting Museum, near the Grand Hotel, founded in 1872, comprises an ethnographical and a natural history department, the latter containing a good zoological collection. Tromse also boasts of a grammar-school, a school for teachers, a bank, a telegraph-office, and a number of large shops. English and German are frequently spoken. The streets are covered with gravel, and the footpaths are flanked with a bank of earth. The main street, running from N. to S., commands a view in the one direction of the snow-clad Skulgamtinder on the Ringvadse and in the other of the Bensjordtind. The town is embellished with many mountain-ashes, wild cherry-trees, and birches, the latter being remarkably fine. The long building on the hill is a roperv.

Above the town, which stands on a slope, is a beautiful grove of birches, where a number of villas have sprung up. From this point we obtain a view of the Tromsdal and the Tromstind beyond the strait towards the E.; to the S. rises the snow-clad Bensjord-tind on the Malangenfjord; to the N. are the Skulgamtinder in the Ringvadsø; and to the W. are the Blaamand, Stantind, and Vastind, on the Kvalø. This prospect is very striking, especially when seen by the subdued lustre of the sun at midnight, when half the community is still astir.

The Harbour of Tromsø always presents a busy scene, and among the vessels are generally several of French nationality. They bring goods of various kinds, and carry away cargoes of salted cod-roe (Rogn), which is used as bait in the sardine-fishery. The principal exports are, however, dried fish, herrings, train oil, and furs, most of which are dispatched to Hamburg. Tromsø also carries on a considerable trade with Russia, and equips a number of vessels for the capture of seals, walruses, etc., on the coasts of Spitzbergen and Nova Zembla. — The harbour of Tromsø is ap-

proached by two straits, the Gretsund and Fuglsund on the N., and the Malangenfjord on the S. side.

An \*Excursion to the Tromsdal ('Dalen'), for the purpose of seeing a Lapp settlement, should not be omitted (4 hrs., there and back). The captain of the steamboat will order boats and guides beforehand by telegraph (total expense, about 30 kr.), so that passengers, immediately on landing, may cross the Sund. 500 yds. wide, to Storstenæs at the entrance to the Tromsdal. Thence to the Lapp Encampment is a walk of about 11/2 hr., the ground being rough and somewhat marshy at places. The path leads through a birch-wood on the S. bank of the brawling stream, and passes numerous patches of snow. We at length reach a kind of basin, with the Tromstind rising on the S., and a waterfall on the S. side, where there is a colony of a few Lapp families from the Swedish district of Karesuando+, who occupy five Darfe Goattek or Gammer. The Gamme is a dome-shaped hut, formed of stone, turf, and birch-bark, with a round opening at the top for the exit of smoke and the admission of light. Each hut is always provided with a fire, over which is suspended a pot or kettle, and around it recline the inmates. The hearth is called Aran, and the seat of honour beside it Boasso. These Lapps possess a herd of no fewer than 4-5000 reindeer, but a few hundred only, enclosed in a Rengjærde, into which they are driven to be milked, are usually shown to visitors (a small fee expected). Among the pretty and useful articles manufactured by these Lapps are fur-boots (Skal-Komager, or Skaller, while ordinary leather shoes are called Gabmagak) and spoons and other objects in reindeer-horn. The traveller should taste the rich reindeermilk, which is drunk diluted with water, and observe the peculiar crackling of the animal's knee-joints, reminding one of the sound produced by an electric battery. The reindeer are caught by a kind of lasso, which is thrown over their horns. They are milked twice a week only. Reindeer milk forms one of the chief articles of food among the Lapps. The cheese made of it is generally reserved for use in winter.

The number of Lapps in Norway is estimated at about 18,000, of whom 1700 are still nomadic in their habits. Sweden and Russia contain 12,000 more, so that the powerful race which once dominated the whole of Scandinavia has dwindled away to a total of 30,000 souls. The Lapps now intermarry freely with Norwegians and Finns. In Norway they are often called Finner, while the Finns are named Kvæner, from the län of Kajana in Finland. — From the fact that the dog alone has a genuine Lapp name (Bædnag), while the other domestic animals bear names of Germanic or Finnish origin, it has been concluded that the Lapps were originally a race of hunters, who adopted the nomadic

<sup>†</sup> In accordance with the frontier-treaty of 7th-18th Oct. 1751, the Swedish Lapps are entitled to migrate to the Norwegian coast in summer, and the Norwegian Lapps to Sweden in winter. — These migrations are said to lead to frequent disputes with the permanent inhabitants (comp. Friis, Finmarken).

250 Route 30.

life within the historic period. On this theory the reindeer, now the prin-

iffe within the historic period. On this theory the reindeer, now the principal source of the Lapp's wealth, was at first an object of the chase only.

Among the numerous works on the Lapps may be mentioned: Milford's 'Norway and her Laplanders', 1842; Everest's 'Journey through Norway, Lapland, etc.', 1829; G. v. Düben's 'Om Lappland och Lappanne', Stockholm, 1873; Friis's 'En Sommer i Finmarken', Kristiania, 1871; Friis's 'Lappisk Mythologie, and Lappiske Eventyr', Kristiania, 1871; Stockfleth's 'Daglog over min Missionsreise i Finmarken', 1860; J. Vahl's 'Lapperne, etc.', 1866.

The Tromstind (4045 ft.) may be ascended from the Lapps camp in 3-4 hrs. (guide, Gajuson Jasanraa, a Lapp, 2-3 kr.).

We first walk to the (1 hr.) head of the valley, which terminates in an amphiteatre of mountains resembling those in the Pyrenees. We then ascend the steep slope to the left, at first over turf and afterwards over snow (snow-spectacles desirable). Herds of reindeer are often met with at pasture here. Before reaching the crest of the hill we have to climb over a very steep snow-field. The final ascent, over snow and detritus, is easier. The top, which is marked by a 'Varde', commands a view of the magnificent scenery around the Ulsfjord and the Lyngenfjord; to the W. the sea of ice above Tromsø and the Kvalø. On the E. side the mountain falls almost perpendicularly to a neck of land between the Ulsfjord and the Balsfjord (Ramfjord).

Leaving Tromsø, the steamer steers through the Tromsøsund, passing Skatøren on the left, and enters the Grøtsund. To the left lie the Kvale, the mountainous Ringvadse (with a glacier and a lake formed by a moraine), and the Reine, at the S. extremity of which lies Finkroken. Opposite, on the mainland, is the Ulfstind, standing like a sentinel at the mouth of the Ulfsfjord, which here onens to the S.

The Ulfsfjord, which penetrates into the land for a distance of 37 Engl. M., between the peninsulas of Stuoranjarga (on the right) and Iddonjarga, is traversed weekly by a steamer from Tromsø. The first steamboat-station in the fjord is Ulfsnæs, to the S. of the Jægervand, behind which tower the Jagervandstinder, with their conspicuous glaciers (visible from the steamers passing the end of the fjord). The steamer next touches at Gjøvik, at the entrance to the bay of \*Kjosen, which is enclosed by huge glacier-covered mountains. On the S. side rise the Fornæstind (about 6000 ft.; comp. p. 251), the Rødbjergtind, the Rørnæstind, and the Jertind; on the N., the Sofietind, the Tyttebærvik (at the foot of which lie the gaards of Kjønsberg and Tyttebærvik), and the Kjønstind. tinder. At the head of the bay lies the station of Kjosen (tolerable quarters), whence we may cross the 'Eid' to (3/4 hr.) Lyngen, see p. 251.

The steamer now returns to the main fjord and passes through the

narrow strait of Strømmen, in which the current is very powerful, to the S. part of the Ulfsfjord, named the Sørfjord. The E. bank of the Sørfjord is flat, but the Durmaalstina (4300 ft.), the Jaggevarre, and other summits are visible. Above the steep W. bank tower the Fuglence, the Rativasoaivve, and the Nakfjeld. The only station in this fjord is Sørfjordens Kirke, at the base of the Symraestina, which the steamer reaches about 8 hrs. after leaving Tromsø. The return-passage to Tromsø takes only 5 hours.

The large steamer next touches at (57 M.) Karlsø, where the storms and fogs which prevail in the Arctic Ocean are frequently encountered. The milk-white mist often lies on the surface of the water only, while the sky is bright and sunny. In this case the steamer has to cast anchor, and the traveller will have abundant leisure to observe the peculiar white Skoddebuer (Skodde, 'scud', 'mist'; Bue, 'bow), formed by the fog. The Karlse is a lonely and treeless island. To the N. lies the Vanne, and to the E. rise the mountains of the Lyngenfjord (see below).

The steamer now rounds the promontory of Lyngstuen (2130 ft.), and we observe to the N. the picturesquely shaped and uninhabited Fuglø (2575 ft.), to the S.E. of which lies the large Arnø. In front of us is the small Vorterø, behind which we perceive the beautiful outline of the Kaagø (3960 ft.), with a glacier high above the water. This is another very striking point on our northern voyage. To the S. we survey the whole of the magnificent \*\*Lyngenfjord, on the W. side of which is an unbroken chain of huge mountains and glaciers, 5-6500 ft. in height. To the S. of the promontory of Lyngstuen tower the \*Pipertind, the \*Goatzagaise (6000 ft.), the Kopangstind, Fastdalstind, and the immense Kjostinder. From almost all these mountains (where the snow-line is about 3800 ft.) imposing glaciers descend far into the valleys. The rocky walls are also draped with numerous waterfalls.

The LYNGENFJORD is : lso traversed regularly by a local steamboat from Tromsø (p. 248), which makes the excursion in 3 days. Those who do not wish to make the whole circular trip may break the journey at Lyngen and return by the Ulsfjord route (see p. 250), or they may join the large northward-bound steamer in the Skjærvø.

The steamer touches at Skateren (p. 250), the Helge, and the Karlse, and then steers round the promontory of Lyngstuen into the Lyngenfjord. The snow-clad peaks on the W. side of the fjord tower to an immense height above. The principal stations on the W. bank are the island of Aareholmen and Lyngseidet (see below), on the E. bank Dybrik, Langnaes in the Kaafford, and Skibotten and Hersnæs in the Storfford, or S. prolon-

gation of the Lyngenfjord.

Lyngseidet or Lyngen (good quarters), containing a small church and the houses of the pastor, doctor, and Lensmand of the district, is pleasantly situated in the midst of birch woods, and is admirably adapted as a starting-point for excursions to the interesting and partly unexplored mountains in the neighbourhood.—A very picturesque excursion, taking 6-7 hrs., may be made to the S.W. to the mountain-basin enclosed by the Goalsevarre (4150 ft.), the Repræssinder (about 4100 ft.), and the Jerlind (about 3600 ft.).—A line excursion for one day is made by crossing the Eid (200ft.) to Kjosen (p. 250), rowing to the (1 hr.) Fornæsdal, and then ascending the valley on foot, crossing the old moraines, to the Fornæsdal Glacier, which descends from the Golzevagyegaissa and is wedged in between the Fornæstind and the Durmaalstind.— The following tour occupies 1½ day: On horseback to the S. to Pollen, and by rowing-boat to Dalen, where somewhat primitive quarters can be procured for the night; next day ascend, on toot, through the beautiful but entirely uninhabited Lyngsdal, passing the Jæggevarre (3740 ft.) on the N., to the huge glacier descending from the main plateau (lower end 1300 ft. above the Sea). From the Lyngsdal we may also ascend the Njalavarre (5010 ft.) to the S., or walk to the N. to the glaciers of the Ruksivagyegaissa. It may be mentioned here that the glaciers of the Lyngenfjord are not of the deep blue colour which characterises t.ose of S. Norway.— Those who contemplate any of the above excursions are strongly recommended to possess themselves of the Kart ever Tromse Amt (four sheets, at 1 kr. 60 g. per sheet) and of the Bestrivelse af Tromse Amt (four sheets, at 1 kr. 60 g. per sheet) and of the Bestrivelse af Tromse Amt (four sheets, at 1 kr. 60 g. per sheet) and of the Bestrivelse af Tromse Amt (four sheets, at 1 kr. 60 g. per sheet) and of the Bestrivelse af Tromse Amt (four sheets, at 1 kr. 60 g. per sheet) and of the Bestrivelse af Tromse Amt (four sheets, at 1 kr. 60 g. per sheet) and of the Be

After traversing the Lyngenfjord the steamer touches at Havnæs on the S. extremity of the Uls, and steers through the Rotsund and the Maursund, calling at the station of that name. It then passes Serkjos and

reaches the Skjærvø (see below).

Farther on it passes Nikkeby, at the S. end of the Logo, and turns to the S.E. into the Kvenangfjord, at the mouth of which rise the peaked Kvenangstinder. To the E. is the Jokelfjeld, from which a glacier descends into the Jokelfjord. The steamer touches at the island of Skorpen, at Stromnæs, and at Alteidet, whence a road leads to (15 Kil.) the Langenfjord. an arm of the Altenfjord (steamer, see below). In spring a herd of 5000-7000 reindeer is driven across the Alteid to the peninsula of Alnas-Njarg to the N. of the Eid, and some 2000 are conveyed thence by boat to the Stjernø (p. 253). About the end of October these last return to the mainland, to which they are made to swim (a distance of 3 Engl. M.). All these tame animals have the owner's mark on their ears, to facilitate the recognition of stragglers (Efterstandere), which sometimes remain for weeks behind the main herd. — From Alteidet the steamer returns to Tromsø by nearly the same route as it came.

The steamer now traverses the Kaagsund, between the Arnø and the Kaagø. To the N.E. of the latter is the small island of —

- 82 M. Skjærvø; the station lies in a bay on the E. side of the island. To the S. we obtain a view of the picturesque Kvenangstinder on the Kvenangfjord (see above). The steamer's course is now across the open sea, towards the N., crossing the boundary of Tromsø Fogderi, to —
- 66 M. Loppen, the first station in the Alten Fogderi, a small island exposed to the full sweep of the gales of the Arctic Ocean. It possesses a small church and a turf-roofed parsonage, a two-storied house to the left of which belongs to a merchant. Almost the only vegetation in the place consists of a few meagre patches of potatoes, everything else being unable to defy the fury of the storms which sometimes prevail here for weeks together. Ptarmigan abound. The steamer next steers to the S. into the Bergsfjord, rounds the wedge-shaped island of Silden, and stops at the station of —
- 70 M. Bergsfjord, where we enjoy a magnificent mountain scene. In the background is a glacier, the discharge of which forms a waterfall. Passing the Lorsnas, and turning to the S.E., we next reach—
- 72 M. Oksfjord, on the Alnas-Njarg peninsula, with a noble amphitheatre of mountains around it, a conspicuous feature in which is a glacier to the W., descending from the extensive Jokelfjeld. A little to the N. is the small church. The 'Landhandler' here is one of the richest in Finmarken.

The Altenfjord may either be visited by taking the local steamer from Tromsø to Alteidet and thence crossing the neck of land between the Kvenangfjord and the Langenfjord, or by the local steamer which plies between Øksfjord, the Altenfjord, and Hammerfest. (Travellers coming from the N. take the steamer from Hammerfest to the Altenfjord, and proceed thence either to Øksfjord or to Alteidet.)

The Altenfjord is a beautiful arm of the sea, and is remarkable for its rich vegetation, especially in its southern part (the Altenbygd). In the annals of literature, too, it has been rendered famous by the visits of almost all the eminent travellers and savants who have explored this

part of Norway (L. v. Buch, Prof. Forbes, and others already mentioned; also by Keithau, who has written a 'Reise i Øst- og Vest-Finmarken', pub. 1831, and Ch. Martins, whose 'Von Spitzbergen zur Sahara' is a

good German authority).

The highest mountains on the fjord, all on the W. side, are Kaaven, between Stjernsund and Langfjord, Akkasolsi, between Langfjord and Talvik, and Haldi, between Talvik and the Kaafjord, each about 3000 ft. in height. At the end of the fjord, above Kaafjord, rises the Nuppivarre (2675 ft.). — On the E. side of the Altenfjord is the interesting Aars, with the scanty ruins of the old fort of Allenhus. The most famous feature of the Altenfjord consists in its various old Coast-lines, particularly near Bossekop, formed by the gradual rising of the land, some of them upwards of 200 ft. above the present level of the water.

The local steamer steers from Øksfjord across the mouth of the Lang-

enfiord and touches at -

Talvik ('pine bay'), a beautiful spot, with a church; then at Stromsness on the Kaafjord, whence a visit may be paid to Kaafjords Kobbervark, a copper-mine of no great value, the property of an English company. We then reach -

Bossekop ('whale bay'; bosso is the Lapp word for 'whale', or literally blower; goppe, bay; good quarters), at the foot of the Kongs-havnfjeld (700 ft.). Important fairs are held here on Dec. 1st and Mar. 3rd, to which hundreds of Lapps flock in their curious sledge-boats. They bring with them reindeer flesh, butter, and game, which they exchange for fish, flour, and groceries. Sometimes 10,000 ptarmigans are offered for sale at a single fair. — To the E. of Bossekop lie Attenguard and Elvebakken, near the Attenetv, an excellent salmon-river, and beyond them lies Rafsbotn. — The steamer then proceeds from the Altenfjord through the Vargsund, a strait between the mainland and the islands of Stjerne and Seiland, to the island of Kvale ('whale island'), on which Hammerfest is situated. The channel divides here. On the E. is the Kralsund, running towards the N., while on the W. is a strait between the Kvalg and Seiland, called Strømmen, once a famous resort of whales, through which the steamboat reaches Hammerfest.

From Bossekop or Alten, at the head of the Altenfjord, to Karasjok

and to Haparanda in Sweden, see R. 31.

Our course is now to the N., towards the mountainous Soro, which, as well as the Stjerno and Seiland, islands lying to the S. of it, consists to a great extent of a lofty plateau of the character common among the mountains of Finmarken. At the S. end of this island, about 4 M. to the N. of Oksfjord, lies Hasvik, the next station, 70 M. from Tromsø by the direct route. The vessel steers through the broad Sorsund, round the Fuglnæs, and passes on the left the curiously shaped island of Haajen. The steamer now reaches ---

79 M. Hammerfest (Jensen's Hotel, Hôtel Nordpolen, bothat the W. end), the 'northernmost town in the world', situated in 70° 40' N. lat., which has enjoyed municipal privileges since 1787, had 77 inhab. only in 1801, but now numbers about 2100, Its trade with Russia and the Spitzbergen expeditions organised here are the chief resources of the place. The climate is mild, the mean temperature here being the same as at Tromsø (see above). Sportsmen and Arctic explorers may charter a vessel here for a northward cruise for a sum of 3000-6000 kr., according to its size and the duration of the voyage. The traveller's destination (Spitzbergen, Nova Zembla, etc.), the objects of the voyage, and

other particulars should of course be stated in the charter-party. - The town presents a neat and clean appearance, but smells strongly of cod-liver oil, the chief manufactories of which are in the Grønnervoldsgade. Lapps in their quaint and picturesque costumes, often intoxicated, and Finns from the principality of Finland, are frequently seen in the streets. The Russian vessels trading with Hammerfest are generally of the ordinary European build, the old-fashioned Lodje, a clumsy kind of lugger with two masts and disproportionately large cabin-windows, being now rare. Some of the shops, where bear-skins, walrus-tusks (Hvalros. 'whale-horse'), Lapp costumes, and other specialties of the country are sold, are attractive. - The Church stands on a rocky hill to the W. of the town, and is adjoined by the Churchyard, enclosed by a stone wall. — On the E. side of the town are seen numerous Hielder, or wooden frames for the drying of fish/ Crossing the outlet of the Lake to the E. of the town, and following the road round the harbour, where a number of civilised Gammer, or Lapp huts (comp. p. 349), are seen on the rocky shore, we may walk in 1/2 hr. to Fuglnæs, the N. promontory of the island, with a lighthouse. commanding a fine view. In 1823 Sir Edward Sabine made some of his famous experiments with the pendulum here. A column in granite called the Meridianstotte, has also been erected here to commemorate the measurement in 1816-52 of the number of degrees between Ismail near the mouth of the Danube and this point, undertaken, as the Latin and Norwegian inscription records, 'by' the geometers of three nations, by order of King Oscar I, and the Emperors Alexander I, and Nicholas'. The hills to the E. of the Meridianstotte command a view of the horizon of the Arctic Ocean and the midnight sun.

To the S. of the harbour is a valley extending into the interior of the Kvalø, whence a path ascends to the top of \*Sadlen (pron. Salen), a long hill rising above Hammerfest, from which dangerous avalanches (Sneskrede) frequently fall. This is a very fine point of view, though not high enough to afford an unimpeded survey of the midnight sun. Ascending gradually for about 20 min. more, we reach the summit of the Sadlen, which commands a view of the glaciers and snow-mountains of Seiland and the Sørø. This point may also be reached from the church, at the W. end of the town, but the ascent is steep, and there is no path.

If the traveller spends 4 hrs. or more at Hammerfest he should not omit to ascend the \*Tyven (1230 ft.; tufva, 'hill'), which rises to the S. of the town (112-2 hrs.). The following directions will enable him to dispense with a guide. A few paces to the E. of the harbour we turn to the right into the valley and ascend a slight eminence with houses; we then follow the road leading above a lake and some pleasant-looking meadows. On the opposite bank are seen the remains of a birch-wood, and at the end of the lake

the villas of the townspeople. We soon diverge to the right, following the telegraph-wires, but keeping a little to the right in order to avoid the marshy ground. The Tyven is the hill at the foot of which the wires run. A little farther on we pass under the wires and ascend to the left to a height covered with loose stones. pass a small pond, and reach (1 hr.) the foot of the abrupt Tyven. Here we turn to the left and skirt the base of a huge precipice, ascending the somewhat steep course of a small brook, fringed with willows (Salix arctica) and dwarf birches (Betula nana). At the top of the gully we obtain a view of the sea towards the W. and the villas on the lake to the W., above which lies another small lake. Large herds of tame reindeer, whose peculiar grunting ('Grynten') is heard from a long distance, always graze here in summer. We now ascend steeply to the right, passing an expanse of snow, which lies on the right, and then, keeping still more to the right, reach (3/4 hr.) the summit, which is marked by a pyramid of stones (Varde). The Tyven, which may be called the Rigi of Finmarken, descends very precipitously on the W. side, with the sea washing its base, adjoining which lies a bay with meadows, a birch-wood, and a number of houses. Towards the E. we survey the barren and desolate Kvale, with its numerous ponds, and to the S, and W. extensive mountain-ranges, snow-fields, and glaciers. The islands of Seiland and Sere are particularly conspicuous. To the N. stretches the unbounded horizon of the vast Arctic Ocean. Of Hammerfest itself the Fuglnæs only is visible. The formation of the coast recalls that of Sorrento and Ischia. Another prominent feature in the landscape is the promontory extending to the W. as far as Strømmen, over which the Lapps drive their reindeer in spring and autumn on their way to and from the island of Seiland. The animals swim across the Strømmen-Sund (comp. p. 252).

The lower part of the Tyven consists of gneiss, the upper part of slate. The flora is interesting. In many places its surface is carpeted with the dwarf birch. - The best way to return is by the summit of the Sadlen, to the W., which commands a similar, though less extensive view. Returning by this route, the traveller should allow 4 hrs. for the whole excursion, but 3-31/2 hrs. suffice for the direct ascent and descent. The 'northernmost wood in the world', a birch-wood about 4 Engl. M, to the S, of Hammerfest, which books of travel never fail to mention, is not worth visiting. - If time and weather permit, the traveller should endeavour to take an excursion by boat to the grand and almost unexplored Glaciers of Seiland, which rise to a height of more than 3000 ft., the finest being on the W. and S.W. sides of the island. They are most conveniently approached through a valley ascending from the Skreifjord. - The island of Haajen ('the shark'), 4 Engl. M. to the W. of Hammerfest, is another interesting object for an excursion. The highest point, which is easily reached, commands an imposing view.

Beyond Hammerfest the land ceases to be an object of interest or value, the sea becoming the sole attraction. The vegetation is extremely scanty, so much so that a patch of grass 'which might be covered with a copy of the Times' is hailed as a meadow and attracts a colony of several families. The Alpine character of the scenery of Tromso and W. Finmarken entirely ceases, and both mainland and islands now consist of vast and monotonous plateaux, called Naringe, rising to a height of 1000-2000 ft., and generally unrelieved by valleys. The only prominent peaks in this region are the Stappe, near the North Cape. The steamboat traverses long fjords, particularly in E. Finmarken, where no sign of vegetation or of human dwellings is to be seen, and where the silence and solemnity of the scene is only broken by immense flocks of sea-fowl wheeling over shoals of fish or congregating around their island homes, and by the occasional unwieldy gambols and noisy spouting of a whale. At the heads of these fjords, on the other hand, we frequently find smiling little colonies, surrounded with bushes and trees, and houses boasting of the amenities of pianos, newspapers, and engravings. With the North Cape terminates the Skjærgaard, or island-belt of Western Norway, and the coast is here washed by the long sweeping waves of the Arctic Ocean. Fogs often prevail here, causing detention and even danger to the steamboats. The Norwegian vessel in which the writer performed the voyage in 1877 here picked up the crew of a large Swedish steamer from Archangel, bound for England, which had been wrecked on this iron-bound coast. The unfortunate sailors had saved nothing but a compass, a clock, and a dog.

At Hammerfest, therefore, the traveller must weigh the inducements to prolonging his voyage against the drawbacks. The North Cape should of course be visited, but beyond it the sole attraction of the voyage consists in the utter bleakness and solemnity of the scenery. The chief points of interest beyond the North Cape are Svarholt, the largest sea-fowl island in Norway, the Kjøllefjord, and the Nordkyn. The Svarholt at least should be visited, as it may be reached in a few hours from the North Cape or from Kjelvik.

From Hammerfest to Vadsø ( $2^{1}/_{2}$  days). The Hamburg steamers are the only ones which ply regularly from Hammerfest to Vadsø, but in summer the boats of the other lines go as far as the North Cape, allowing time there for an ascent of the Cape. Comp. the Communicationer. The Hamburg steamer sometimes passes round the North Cape, and sometimes steers to Gjesvær, to the W. of the Cape, and thence round the S. side of the Magerø, so that pass-

engers bound for the Cape must land at Gjesvær or at Kjelvik. Travellers, who intend to devote several days to the Cape and its neighbourhood, should in any case disembark at one or other of these places.

The first station beyond Hammerfest, 5 M. to the N., is —

84 M. Rolfsøhavn, on the Rolfsø, and exceedingly desolate island. To the N. of the Rolfsø, and separated from it by the Trollsund, is the Ingø, beyond which lies the Fruholm, with the northernmost lighthouse in Norway (71°6'). To this island a noble Danish lady is said once to have been banished for certain misdeeds and after a residence here of several years to have perished owing to the upsetting of a boat when on her way to the church of Ingø.—Farther on, to the N. of the Hjelmø, we observe a solitary pillar of rock, called Hjelmøstøren, adjoining which is an island frequented by sea-fowl. The auks when disturbed take to the water, while the gulls soar aloft in dense flights. To the N.E. rise the pinnacles of the Stappene.

87 M. Have lies in a bay on the Have, amid grand scenery. To the left rises a pointed hill called the Sukkertop ('sugarloaf'). The little settlement, which boasts of a church, a 'Præst', and a 'Landhandler', is sheltered by the Hjelme on the N. from the storms of the Arctic Ocean. Crossing the Maassund, and passing the Kulfjord to the S., we next reach the (89 M.) Maase, which likewise possesses its church, its pastor, and its merchant, a triad which forms the nucleus of almost every village in Finmarken. Numerous Hjelder, or frames for drying fish, are seen here. To the right rises the Magere ('sea-gull island'), with its numerous pinnacles, the northernmost promontory of which is the North Cape. To the N.W. the Stappene become more conspicuous.

91 M. Gjesvær (good quarters at the Landhandler's), the next station, lies on an island in the midst of majestic Arctic scenery, unrelieved by the slightest trace of vegetation. From this remote corner of the globe, close to the North Cape, and nearly 1600 Engl. M. to the N.W. of London, the traveller may telegraph to Great Britain for 41/2 kr. (20 words), or to America for 36-40 kr. (10 words). To the N. rise the \*Stappene (stappi, an old Norsk word, 'column'), four pointed rocky islands covered with dense flocks of sea-fowl, which afford excellent sport. These rocks are sometimes known as the 'mother and her daughters'. On the easternmost of the group once stood a church. Like other desolate spots in Finmarken, which also once possessed churches (Sværholt, Ingø, Omgang, etc.), the island is now quite deserted. The whole of this neighbourhood abounds in rocky islands, cliffs, and reefs. - An excursion by boat from Giesvær to the North Cape takes 5-6 hrs.; but now that nearly all the steamers extend their course thither, few travellers will feel called upon to undergo this fatigue.

Beyond Gjesvær the *Tuefjord* opens to the right, extending BARDENER'S Norway and Sweden. 2nd Edit. 17

far into the interior of the Magere. The steamer then rounds the long and low Knivskjær-Odden or Knivskjæl-Odden, projecting still farther than the Cape itself. The majestic North Cape now comes in sight. Between the Odde and the Cape lies a deep hav. We obtain a good survey of the monotonous form of the plateau of the Magero, rising at places abruptly from the water. The dark-grev slate-rocks are furrowed with deep clefts. At the extremity of the Cape rises the Horn, an almost isolated minaret of rock. The Cape itself, seen from the water, does not rise nearly so precipitously as (owing to a well-known optical delusion) it apparently does when the traveller looks down from the summit. The traveller may land and ascend the Cape on the W. side, but it is preferable to steer round it and land in the Hornvik on the E. side. The ascent, over stones and along the bed of a small brook, takes about 3/4 hr. (the last third steep and rough).

The \*\*North Cape (71° 10' N. lat.), named Knoskanas by the early geographer Schöning, is usually considered the northernmost point of Europe, though the Nordkyn (see p. 261) has a better claim to the title. The View from the promontory (the height of which is estimated by the best authorities at about 970 Engl. ft.) embraces the dreary heights of the Magero to the W. and beyond them the Hjelme and Rolfse; to the N.W. the eastern promontory of the Magere and the Sværholtklub and Nordkyn in the distance; to the N. stretches the unbounded horizon of the Arctic Ocean. A granite Column, erected at the top in commemoration of the visit of Oscar II. (2nd July, 1873), was overthrown by a storm in the beginning of 1882.

'The northern sun, creeping at midnight at the distance of five diameters along the horizon, and the immeasurable ocean in apparent contact with the skies, form the grand outlines in the sublime picture presented to the astonished spectator. The incessant cares and pursuits of anxious mortals are recollected as a dream; the various forms and energies of animated nature are forgotten; the earth is contemplated only in its elements, and as constituting a part of the solar system'.

Acerbi, 'Travels to the North Cape'. London, 1802.

'And then uprose before me, Upon the water's edge, The huge and haggard shape Of that unknown North Cape, Whose form is like a wedge'.

Longfellow.

From the N. and E. shores of the Magere project numerous promontories, enclosing bays of greater or less size. In one of these lies Skarsvaag (a settlement of four Norwegian and one Finnish family), beyond which are Kielvik and Honningsvaag (p. 259). In the easternmost promontory again are two smaller basins, within one of which lies the small lake of Opnan, which it has been proposed to connect with the sea, so as to form a harbour of refuge.

When the Hamburg steamer proceeds from Gjesvær round the S. side of the Magere, through the Maassund, and past the small island of Altesula, it makes a short halt at (94 M.) Honningsvaag, where there are several Lapp 'Gammer' of a semi-civilised character, and furnished with iron chimneys. (Telegraph-station.)

95 M. Kjelvik (Kjedelvik, 'kettle' or 'cauldron creek'), with its church, pastor, and local merchant, is situated, as its name imports, in a basin of peculiar form. It possesses an excellent harbour formed by an island. The slate-strata run from N. to S., and their exposed margins have been much battered by the waves. A number of Russian vessels are generally to be seen here. The church contains a bell which was carried off by Russian marauders in 1679, thrown into the harbour by them when pursued, and recovered in 1865. To the E. of the station rises a \*Hill, 1065 ft. in height, commanding an admirable survey of the Magerø.

FROM KJELVIK TO THE NORTH CAPE. To those who undertake this excursion from Kjelvik one of the following alternatives is recommended: —

In calm weather row with at least five men (Rorskarte) round the E. side of the island to the Hornvik (p. 258) and land there. If the weather is unfavourable for returning by water, walk back across the dreary island-plateau (20 Engl. M.), spending the night, if necessary, at Skarsvaag (p. 258). (As the wind is very changeable here, a detention of a day or more may easily be occasioned by stress of weather, in which case boats are said to be vindfast or 'weather-bound'.)

In windy weather walk to Honningsvaag (or leave the steamboat there), and hire a light boat which the rowers carry across the low Eid to the Skibsfjord; cross the latter by boat to the long promontory on the opposite side, and walk thence to Skarsvaag, whence another boat will convey us to the Hornvik. Return by the same route. The rough water off the numerous promontories on the E. coast of the island is thus avoided.

us to the Hornvik. Return by the same route. The rough water off the numerous promontories on the E. coast of the island is thus avoided.

The traveller who lands at Kjelvik in the evening may devote the following day to a visit to the North Cape, the second day to the Kjølle-fjord and possibly the Nordkyn also, and rejoin the steamer at Kjølle-fjord on the fourth day on her way back from Vadsø. This is a far preferable arrangement to remaining on board the steamer all the way to Vadsø and back. From Kjelvik to Sværholt about 3½, thence to the Kjøllefjord 4 sea-miles. For the latter passage a different boat should be engaged. The boatmen are civil, and overcharging is as yet unknown.

Kielvik lies at the mouth of the immense Paranger-Fjord

Kjelvik lies at the mouth of the immense Porsanger-Fjord, which is about 20 sea-miles in length and averages 3 M. in breadth. Numerous streams fall into it at its head. The banks are barren, unpicturesque, and almost entirely uninhabited, but present a beautiful appearance when richly coloured by the midnight sun. In July and August the Sei ('saithe', Gadus virens), a fish of the cod species, is largely caught here in nets, each of which is managed by 6-8 boats. The proximity of a shoal is indicated by the black and ruffled look of the water and the attendant flock of thousands of sea-gulls. The Sei enters the fjord in pursuit of the Lodde (Osmerus arcticus, a kind of smelt), which resorts to the shore to spawn. At this season (known as the Makketid or Parringstid, the 'mating time' of the sea-fowl) numerous Russian vessels are seen in the harbours in this region, where they purchase fish, salt it on board, and convey it to Archangel. - The steamboat passes the Porsangenas on the right, a promontory glittering with white quartz, and steers to the S. to -

96 M. Repvaag, near the Tamso, a flat island with extensive moors where Multebær ('cloud-berry', Rubus chamæmorus) grow in abundance, and tracts (Dunvære) where the 'down' of wild-fowl is largely collected. A considerable sum obtained from these sources is paid annually to the 'Stiftsamtmand' of Finmarken, -In the Porsangerfjord, about 9 M. farther S., is Kistrand, the next station, with a church, a clergyman, and a doctor, and on the S. side a small birch-wood which is locally regarded as a little paradise.

From Kistrand a footpath leads across the Vuorie-Njarg to the W. to the Reppefford (a day's walk), whence Hammerfest or Alten may be reached via the trading (and local steamboat) station of Kvalsund. — Or we may row from Kistrand to (7 sea-miles) Laxelvens Kapel, at the head of the Porsanger-Fjord, and walk or ride thence by the Vuorie Duodder to Karasjok (see p. 268).

After this long deviation from its direct course the steamer returns to the N. to the mouth of the Porsanger-Fjord and steers round \*Sværholtklubben, an almost perpendicular promontory of clay-slate, 1000 ft. in height, famous as a resort of thousands of sea-fowl (chiefly gulls, Larus tridactylus). When scared by a cannon-shot fired from the steamer, about one-third of the birds take to wing in dense clouds, and after an interval of a few seconds of perfect silence utter their peculiar cries, the effect of which collectively somewhat resembles the sound produced by the escape of steam from a boiler. The gulls which remain sitting on the ledges of the black rock contrast picturesquely with it, looking not unlike long rows of pearls. The proprietor of the promontory, the Landhandler Krobel, lives in a small bay on the E. side of it, called -

98 M. Sværholt, where the steamer touches in fine weather only, and of which he and his family are the sole inhabitants.

The Landhandler's house affords tolerable quarters, and the hospitable proprietor's account of his mode of life is not uninteresting. Among his sources of income, as he informed the writer, is the drift-wood (Rækved, from ræge, 'to drift') which finds its way to this coast in considerable quantities; and he showed two enormous trunks of mahogany, which he afterwards sold to a merchant of Throndhjem. He described the shoals of cod as sometimes so dense that it was impossible to sink his hand-line with a lead of a pound in weight through them, while the fish were so ravenous that they always took the bait instantaneously. so that he had no difficulty in catching 500 in one day. One night he was awoke by the noise made in front of his house by a party of thirty whales, gambolling in uncouth fashion and spouting water. In February, 1872, his house was burned down and one of his children perished in the flames, while he and the rest of his family escaped with nothing but their night-dresses. They took refuge in the shop, a small detached building, which fortunately contained a stove, and there they spent eleven days, at the end of which human beings at length came to their relief. The children all fell ill, except the youngest, only a month old, for which an additional garment had luckily been found. The 'bird mountain' yields him a considerable revenue, the eggs being sold for human consumption, and the gulls themselves being used as fodder for the cattle. The commandant at Vardøhus afterwards told the writer that no fewer than 150 large casks of gulls were annually used there as fodder, and that they were prepared for the purpose by being buried in the earth for a time.

On the W. side of Sværholtklubben, near the sea-level, is the Russerhule, a cavern in which a shipwrecked Russian crew is said to have once spent a considerable time. — About 1½-2 M. to the N. of Sværholt is Slepen, probably part of the so-called Havbro, a bank where the Sei fishery is extensively carried on.

Beyond the Klubbe, the N. extremity of the long peninsula of Spirta-Njarga (the latter word being synonymous with Næs, 'promontory'), which separates the Porsanger-Fjord from the Laxefiord, the steamer steers to the S.E. across the latter to —

104 M. Lebesby, on the E. bank, a prettily situated place, with a church and a Landhandler. It next steers to the N. and passes the mouth of the Eidsfjord, at the head of which lies the low and narrow Hopseid, separating it from the Hopsfjord, a branch of the Tanafjord (p. 262; a canal through the Hopseid is projected). The valleys descending to the Laxefjord, like those in the Porsanger and Tana Fjords, are all very short, with level floors, generally several hundred feet above the water. We observe numerous old coast-levels, some of them 200 ft. high, and usually two of them together, one above the other. The Fjære (astuarium), or shore between high and low-water mark, is also an object of interest. The Drottviknæring, the promontory between the Laxefjord and the Kiøllefjord, is a majestic mass of slate-rock, divided into perpendicular sections, and furrowed by deep gullies, at the head of which there are large deposits of snow. At the extremity of the promontory rises the \*Store Finkirke, a huge and picturesque rock, and in the Kjøllefjord, a little beyond it, is the Lille Finkirke, resembling a ruin. The vertical strata of sandstone here are not unlike a basaltic formation. At the head of the fjord we reach -

101 M. **Kjøllefjord**, an 'Annexkirke' of Lebesby, with several houses and 'Gammer' (see p. 249). The shore is covered with boulders, and the pilots state that the bottom of the fjord is completely paved with them. An ancient coast-level is distinctly traceable on the right.

Leaving the Kjøllefjord the vessel steers round the Rødevæg ('red wall') to the station (102 M.) Skjøtningberg, and along the bold rocky bank of the Corgas-Njarga (pron. Chorgash), a large peninsula connected with the mainland by the narrow isthmus of Hopseid, already mentioned. The N. extremity of the peninsula is the \*Nordkyn (or Kinnerodden), in 71° 6′ N. lat., or 5′ (nearly 6 Engl. M.) to the S. of the N. Cape, but really the northernmost point of the mainland of Europe, and almost surpassing the N. Cape in grandeur. Two bold mountains on the W. side guard the entrance to a basin, bounded by a perpendicular cliff with a horizontal top, in which lies Sandvær, a solitary fisherman's hut. The masses of quartzose rock, broken into enormous slabs, have a very imposing effect. The snow extends at places down to the water's edge. Part

of the Nordkyn has become detached from it, leaving a passage through which boats can pass. Fishing-boats sometimes obtain refuge here, but in certain states of the wind the Aflesning ('detached portion') affords no shelter. In 1875 about 100 boats with 200-300 men were lost on this coast in one day. Immediately to the E. of the Nordkyn is a deep Gully ('Kile') in the rocks, into which large blocks of stone have fallen, leaving openings below them (described by Keilhau, 'Reise', pp. 79, 80).

Beyond the Nordkyn on the right are the promontories of Smerbringa and the flat Sletnæs, with a curious rock-formation called 'Biskopen'.

The next stations are (103 M.) Sandfjord, (104 M.) Mehavn. and (106 M.) Gamvig. Passing Omgang the steamer now enters the large Tanafjord, about 101/2 sea-miles in length, and skirts the E. bank, with its variegated quartzose rock-formation. To the W. lies the narrow Hopseid, which separates the Tanafjord from the Laxefjord (p. 261). The mountains on the E. side of the fjord increase in height, culminating in the Stangenasfield (2360 ft.). To the W., farther on, is Digermulen, a peninsula separating the Tanafjord from its branch the Langfjord, and to the S. rises the Algas-Varre ('holy mountain'), above Guldholmen. A few isolated 'Gammer' of the Finnish families settled here are the only human habitations to be seen. Passing Molvik, the steamer stops at Stangenæs (Lapp, Vagge, 'valley'), where there is a manure-manufactory. Bushes, trees, and even a few patches of potatoes are seen here. From this point we survey the Vestre and Estre-Tanafiord, the upper branches of the fjord, and the Leebotten, a bay to the S.E. When a high S. wind prevails, gusts of wind usually descend from all the branches of the fjord, causing strong local currents. — About 13/4 M. to the S. of Stangenæs is the Church of Tana, opposite which is Guldholmen (good quarters at Schanke's), at the mouth of the Tana, where the water is shallow, so that the steamer cannot proceed beyond Stangenæs.

The steamer now retraces its course through the Tanafjord, skirts the Tanahorn (860 ft.), at the N. end of the peninsula of Rago Njarga, and steers to the E. to (112 M.) Berlevaag. The scenery becomes more and more dreary, and the shore with large expanses of snow is now lower (400-500 ft.), its desolateness being frequently concealed by fog. The succession of promontories, all of uniform character, with intervening bays, has not inaptly been compared to the scenes on the stage of a theatre. Berlevaag lies in a bay on the N. coast of the Rago-Njarga, which is bounded on the E. by the Kongsfjord, in which lie the Kongsøer, pleasantlooking grassy islands haunted by thousands of sea-fowl. To the S.E. of this fjord lies the peninsula Vargag-Njarga. 121 M. Syltefjord (Lapp Orddo - Vuodna) possesses an interesting Fugleberg ('bird - hill'), frequented by thousands of sea-gulls and auks. A

little farther on is Harningberg, with tasteful houses and a lofty wooden pier, and boasting of a garden containing grass. To the left, at a height of 20-40 ft., lies the former coast-line, above which run the telegraph-wires to Vardø and Vadsø. To the W. is the projecting headland of Harbaken. Near Havningberg is the cavern of Ovnen, nearly 100 ft. in depth. — In two days after leaving Hammerfest the Hamburg steamer reaches —

124 M. Varde (Figenschou's Hotel), in 70° 22' N. lat., which has enjoyed municipal privileges since 1787, with 1350 inhabitants. It is prettily situated on the island of the same name, which is separated from the mainland by the Bussesund. The town has two harbours, the larger and deeper being on the N, side, protected by a large new breakwater, and the other on the S. side. To the W. of the town is the fortress of Vardohus, founded about 1310, and now of no importance (garrison of 16 men only). To this fortress, however, Norway is indebted for her acquisition of Finmarken. Inscriptions here commemorate the visits of Christian IV., king of Denmark and Norway, in 1599, and Oscar II., king of Sweden and Norway, in 1873. To the E. of the town, which now consists of neat. well-built houses, covered with turf, while in 1600 it was merely a group of 'miserrima piscatorum tuguria', rises the handsome new timber-built Church, containing a brazen font. In the vicinity are numerous Hielder for drying fish. Fresh wheaten bread may be procured at the baker's here, the flour being imported from Archangel by the small and uncomfortable Russian steamer which runs thence once a month to Vardø and Vadsø alternately. Travellers who contemplate a voyage by this vessel may apply for information to 'Vardehusets Kommandant', who will kindly answer enquiries. - If time permit, the traveller should ascend the (20 min.) \*Vardefjeld, a rocky hill 100 ft. in height, immediately behind the church, which commands a view of the town and island, the Dom (650 ft.) rising to the S. E., the unbounded sea towards the E., and the district of Syd-Varanger to the S., with part of the adjoining Russian territory. Over the rugged and rocky banks, in which are numerous inky-black pools, gyrate thousands of chattering sea-fowl. Trending to the S. on our way back to the town, we observe numerous rounded boulders at a spot about 30 ft. above the present sea-level, marking a former coast-line.

The astronomer Pater Hell of Vienna observed the transit of Venus across the sun from the isthmus between the two harbours in 1768-69. He caused two stone columns to be erected on the bank of the Nordrevaag, the N. harbour, with a view to measure the gradual retrocession of the sea, but they have unfortunately disappeared. The church-register still contains a memorandum written by him on 22nd June 1769. — The climate here, though considerably colder than that of Hammerfest, is mild compared with that of the interior of the country, the mean temperature being 32° Fahr., the July temperature 47°, and that of January 14°.

Beyond Varde the steamer passes the islands of Rene and

Hornø, with their Eider-Vær and Dun-Vær (tracts where eiderdown and feathers are gathered), where numerous ermines are also found. It then steers to the S., and afterwards nearly due W. The shore continues exceedingly barren, being enlivened only by the solitary fishing-stations of Kiberg, Skalnæs, Lille and Store Ekkerø, in the sandstone rocks of which last, on the E. side, numerous sea-fowl make their nests. In the interior rise the mountains called Ruyttotjock and Beljek. The steamer passes the S. side of the Vadsø ('water-island'), on which the town of that name formerly lay, and finally casts anchor in the harbour between the island and the town, which now lies on the mainland (Vargak or Varjag-Njarg).

Vadse (Lapp Cacce-Suollo, pron. chahtze; Finnish Vesi-Saari; Russian Vasino; all signifying 'water-island'; Hotels Pihlfelt and Aas), a town with 1700 inhab., including 900 Finns (Kvæner), lies in 70° 4' N. latitude, and has a climate similar to that of Varde (see above). The Finns live at Ytre Vadse, the E. suburb, where one of them (Poikila or Vinika, for example, who speaks Norwegian) will on application prepare a vapour-bath for travellers who desire to try the genuine 'Russian bath'. There are no Lapp 'Gammer' here, but the dwellings of the Finns, who have immigrated from the principality of Finland, present several peculiarities which are worthy of notice. In every direction are seen Hjelder for drying fish, the smell of which pervades the whole place. On the W. side of the town is a Manure Factory. Potatoes thrive here, and a few stunted mountain-ashes and plumtrees succeed in braving the long winters. Some of the gardens contain forget-me-not, campion (Luchnis), and other flowers which in more southern countries bloom in spring.

The Church is a tasteful building on a hill to the N. of the town. The sacristy contains a votive picture dated 1661, representing a married couple with two sons and two daughters, before whom lie four dead children. Under the Tower, the ascent of which is recommended, is a curious offertory-box. -- The town contains several large Shops, where interesting specimens of Russian workmanship (Næverskrukker, 'bark-pouches', etc.) among other articles are sold. — The chief sight of Vadsø is the \*Establishment of Svend Foyn, a whale-fisher from Tønsberg (p. 68), whose method of killing his prey (100 yearly) is by shooting harpoons and other projectiles at them from a cannon on board his steamer. The extensive buildings, which comprise a train-oil boilinghouse, a manure-factory, etc., lie on the island to the S. of the town. Strangers are not always admitted, and they are rarely if ever allowed to take part in a whaling cruise. (See a spirited description by Friis, 'Kong Oscars Reise', pp. 95, et seq.) - Vadsø also contains the establishment of a whaling company.

#### FROM VADSØ TO NYBORG.

Distance, 5 sea-miles. If the traveller proposes to return by this route to the Tanafjord (a pleasant change), and at Stangenæs (p. 262) join the steamer which brought him to Vadsø, he must make arrangements with the captain and start by the local steamer almost immediately on leaving the Hamburg boat. The local steamer steers to the W. through the Varangerfjord and passes the Lille Vadsø, Paddeby (where the first birches are seen), Finsnæs, where the Nordre Jacobselv falls into the fjord, and the Klubnæs, a promontory forming the extreme spur of the Klubbefjeld. The vegetation is much richer here than at Vadsø, and improves the farther we ascend the fjord. On the W. side of the Klubnæs, which was an ancient sacrificial station of the Lapps, lies—

Mortensnæs (good quarters at Nordvi's, the Landhandler). The Lapps have a number of their curious 'Gammer', or subterranean dwellings here, and in the neighbourhood are several of their old burial-places, situated among heaps of stones (Sten-Ur). The other objects of interest are a Bautastein (Zævdse Gædge) and some ancient stone rings. — The Storfjeld, which may be ascended hence, commands a fine view.

Passing the church of Næsseby, the steamer enters the Mæskefjord, the last bay on the N. side of the main fjord. To the N. rises the Mæskehoug, a hill once regarded as sacred (Mæske-varre; passe-aldo).

Nyborg (good quarters at Pleym's, the Landhandler). The women here wear a curious adornment on the back of their heads, similar to that used by the Icelandic women, consisting of a piece of wood (Finnish, fierra) somewhat resembling a helmet, covered with velvet or other stuff, and trimmed with coloured ribbons. From this point travellers sometimes ascend the Madevarre (1470 ft.), 9½ Engl. M. to the N., where the forest extends to a height of 700 ft. above the sea-level. The summit affords a good survey of the interior of the extensive peninsula. — An excursion may also be made to the S. by boat round the Angsnæs to the Karlebotn, and thence on foot to the Golmes-Oaaive ('three heads', about 1300 ft. high).

FROM NYBORG TO THE TANAFJORD (50 Kil.). Horses and boats are not easily procured for a party of more than four persons. We start early and ride across the Seidafjeld (over which extends a Rengjærde, or wall to prevent the reindeer from straying) to Suoppanjarg ('lasso-promontory'), or to the more conveniently situated (16 Kil.)—

Scida, both of which lie on the Tana. Keilhau compares the latter to a 'large group of sæters'. We now take a boat, manned with a rower and steersman, and with seats for two passengers only, and descend the Tana, the second-largest river in Norway, in the waters of which particles of gold occur. (In ascending the

river the boatmen propel their craft by the process of staken, i. e. punting or poling.) The boat careers down the rapids (Stryk) at an exciting pace. The boatmen are generally able to speak

Lappish only.

At Guldholmen ('gold island'; 30 Kil. from Seida), a small island at the mouth of the Tana, opposite the church of Tana, we shall probably arrive in time to row to (6 Kil.) Stangenæs, and there meet the Hamburg steamer. — If we miss the steamer, it is said to be possible to row to (5 sea-miles) Hopseidet (p. 262), a boat being provided by Landhandler Schanke at Marienlund, walk across the Eid, and row to Kjøllefjord or to Sværholt (pp. 261, 260), and there catch the steamer. If the steamer is missed at Sværholt, it is still possible to overtake it at Kjelvik, 3 sea-miles farther W., as the steamer's usual course between these places is viâ Kistrand on the Porsanger Fjord (p. 259), a route 21 sea-miles in length. The expense of such a long journey by rowing-boat is, of course, very large.

#### FROM VADSØ TO THE SYD-VARANGER.

If the traveller does not return to Hammerfest by the same steamer he must wait a week for the next. In this case he should pay a visit to the E. part of Syd-Varanger, a district much extolled by the Norwegians. On this expedition, for which Friis's Lapland will be found a useful companion, the traveller will have frequent opportunities of making acquaintance with the Lapps and the industrious Finns (Kvæner).— The best guide to the inner Varanger-Fjord and the region to the S., as far as Golmes Oaaive'(in the parish of Næsseby) is Keilhau's Reise i Ostfinmarken. The country is wooded and mountainous, ind almost entirely uninhabited. The explorer should be provided with a veil (Stør) in the form of a bag, covering the whole head and fastened round the neck, and if possible with a mosquito-tent (Raggas) also, as gnats (Culex pipiens) occur in such swarms as sometimes to darken the sun.

The district lying to the S. of the Varanger Fjord long formed a subject of dispute between Norway and Russia, but the frontier was at length defined by the convention of May, 1826, and finally confirmed by the protocol of August, 1834. — This region abounds in timber (whence it is usually known as Raftelandet, 'Raft'

signifying planks or rafters), in fish, and in birds.

The local steamer conveys us from Vadse to (2 M.) Bugeness (good quarters at the Landhandler's), from which the Bugefjord runs a long way inland. To the W. rises the Bugenæsfjeld (1750 ft.), and to the E. the Brasfjeld (1335 ft.). Farther to the E. we pass the large and barren Skogere, bounded by the Kjefjord on the W., and the Begfjord on the E. side. On the Kjefjord, the banks of which are almost uninhabited, is a 'Fugleberg'; the upper part of the fjord is called the Neidenfjord, into which fall the Neidenelv and Munkelv. Several colonies of Finns are settled here; their dwellings are clean, but the accommodation is very poor. The steamer steers through the Korsfjord into the Begfjord, at the mouth of which lies—

Kirkenæs, on the promontory between the Bugefjord and the Klosterfjord, with the church and parsonage of Sydvaranger (rooms at Figenschou's, the Landhandler). Farther up the fjord (5 Kil.) lies Elvenæs (rooms at Klerk's, the Lendsmand) and about 4-5 Kil. beyond it the chapel of Boris - Gleb, named after two Russian saints, and situated in a Russian 'enclave' of 4 o Engl. sq. M. in area. The old church is adjoined by a new one built of stone. At Boris-Gleb reside the so-called Skotte-Lapps ('scalp Lapps'). who derived their name from the fact that they were formerly bald from the effects of disease. (Friis's Lapland, pp. 149, et seq.; Keilhau, pp. 48, et seq.)

At Elvenæs the large Pasvik-Elv or Kloster-Elv falls into the fjord. It derives its latter name from Kloster Peisen, a monastery once situated here. The river consists of a series of twelve lakes, connected by about twenty-nine waterfalls, and for a distance of 60 Engl. M. forms the frontier between Norway and Russia. Its source is the *Enare-Træsk*, a large lake, about 2940 Engl. sq. M. in area. A visit may be paid from Boris-Gleb to the Storfos (Gieddegavdnje) and to the (6-7 Kil.) Harefos (Njoammel Guoika, 'hare-fall'), situated near the Valegas-Javre, a lake swarming with trout; also to the (40 Kil.) \*Männikö-Koski ('pine-waterfall'), the route to which traverses the fine forest-scenery of the Sydvaranger.

A good road leads from Elvenæs to the (9 Kil.) head of the Jarfjord, on which we may row to Pasvik (from the Lapp basse, 'sacred'), a fishing hamlet with a good harbour. A little farther E. (8 Engl. M. from Pasvik, and 55 M. to the S.E. of Vadsø) is Jacobselvs-Kapel, the last steamboat-station, and the last place in Norway. Since the visit of Oscar II, in 1873, which is commemorated by a marble slab, the place has been named 'Oscar den Andens Kapel'. It lies on the Jacobselv (Lapp Vuoriem). which here forms the boundary between Norway and Russia. The smelt-fishery carried on here is very important. The fish (Lodde, see p. 259) is used as bait for the cod and other fisheries.

The following Lapp words are of frequent recurrence: duoddar, mountain; varre, hill; varre-oaaive, hill-top; tjokk, point; njarg, promontory, peninsula; suolo, island; gedge, stone; sieidi (sieidi-gergi), a stone or rock occupied by a saiwo (see p. 254); cacce (pron. chatze), water; vuodna, fjord; tshoalmi, strait; javre, lake; gaiva, spring; jokki, river; guoika, waterfall; njalmi, estuary; jækna, glacier; olmiis (s like sh), person, human being; goatte, house; maa, land; buocco (buotzo), reindeer; suorman lasso; quiste cow; autiste cow; autist reindeer; suoppan, lasso; guösse, cow; guösse-voja, cow's-fat, butter; guolle, fish; guvijin, trout; muorra, tree; bætse, dædno, fir, pine; kumse, cradle; pulk, kjærris, sledge; beska, fur-coat; gabmagak, shoes; skalko-mager, fur-boots; bellinger, leathern gaiters; nibe, knife; doppa, edge; bænagulam, a mile (literally 'as far as a dog's bark is heard').

The Lapp greeting on entering a house is 'rafte vissut' (peace to your house)' The answer, 'ibmel addi' (God grant it)! 'Burist', or 'buorre bæive' (good day)! Answer, 'ibmel addi!'

## 31. Inland Routes from the Altenfjord a. From the Altenfjord to Karasjok.

200 Kil. (125 Engl. M.). The journey on horseback in summer takes 3-4 days, but can be accomplished more quickly in winter by sledge (kjærris, pulk). Three Fjeldstuer, those of Jotkajavre (or Romsdalsstuen, Mollesjok, and Raudejavre (Sarrisstuen), afford shelter for the night. Beyond Jotkajavre the greater part of the journey may be performed by boat on a series of lakes and rivers. The guide (vappus, 'pilot') must understand Laplandish. In summer most of the Lapps migrate to the coast, but in March and April they may be seen here to advantage. The days are already long, but profound winter still reigns. The journey is then performed in a kjærnis (sledge) or a pulk, drawn by a reindeer; the pulk somewhat resembles a canoe, being covered in front. The motion is very rapid, and the swaying of the pulk is usually steadied by attaching another reindeer behind, called a Stoppe-Ren (driving 'i Slagtom'), besides which a Vare-Ren, or reserve-reindeer, accompanies each pulk. Lapp costume (pesk or beska, a fur-coat; skalkomager, fur-boots; bellinger, leathern gaiters) is desirable for this expedition in winter, besides which a pose, or sheep-skin sack for sleeping in, is also useful. The Lapps always use their furs with the hairy side ontwards.

Bossekop, on the Attenfjord, see p. 253. Beyond Gaarden Atten the route crosses the Attenetv, and leads inland, towards the S.E. On the way we pass a number of sieidi, or sacred stones (sieidigergi, 'oracle stones'); several of these are to be seen at the top of the Kongshavnfjeld, projecting into the Altenfjord. We also pass several 'sacred mountains' (Passe Varek, Ailegas), which were formerly worshipped by the Lapps. The ancient belief was that they contained a saiwo, or paradise, inhabited by Lapps and

reindeer.

The first night is generally spent in the 'Fjeldstue' at the small lake of Jotkajavre, also called the Romdalsstue (about 45 Kil. from Bossekop). Beyond this lake we observe to the N.E. the Vuorie-Tjokk, a barren conical mountain, and, farther on, the Vuolla-Njunnes to the E., both of which were once famous places of sacrifice. The country is for the most part well wooded, and the valleys are often very picturesque. We descend the valley of the rapid, but navigable Jes-jok, or Es-jok, into which a route from Kauto-keino (p. 309) also descends. The second Fjeldstue, the Molles-jokstue, is about 40 Kil. (25 Engl. M.) beyond Jotkajavre. We then cross the fjeld to (30-35 Kil.) the third station, on the Zarijok-javre, and (15 Kil.) the Karasjokka (rapid river), on the left bank of which we now descend to (15 Kil.) Karasjok.

Karasjok has a church, a Lensmand, and a Landhandler, and is admirably adapted for affording an insight into the mode of life among the Lapps. — About 15 Kil. farther to the E. the Karasjokka unites with the Anarjok, the right bank of which is Russian territory. The combined rivers form the Tana-Elv, by which we may descend by boat to Seida (p. 265) in 3-4 days. Travellers on their way to Nyborg leave the river at Suoppanjarg, 11 Kil. above Seida (see p. 265). The water of the Tana is auriferous, but the yield is

too small to repay the cost of extracting the gold.

#### b. From Alten to Haparanda in Sweden.

750 Kil. (465 Engl. M.). This journey occupies 11-13 days. From Alten to (180 Kil.) Kautokeino 4 days, thence to (205 Kil.) Muoniovara 3-4 days, and from Muoniovara to (365 Kil.) Haparanda 4-5 days.

Before the days of steamboats and railways this long, fatiguing, and costly route to Sweden, which presents no great interest except on the Norwegian side, was more frequently undertaken than now. The steam-boat and railway route from Alten to Stockholm viâ Throndhjem and Christiania is about twice as expeditious and half as expensive. Considerable interest, however, attaches to this overland route, and several points on it have attained celebrity in the scientific world, from its having been trodden by L. v. Buch, Acerbi, Martins, Bravais, Oscar Schmidt, and other scholars and naturalists. To this day it possesses attractions for the scientific traveller and the sportsman, but can hardly be recommended to the ordinary tourist.

In the reverse direction the journey is still more tedious and laborious in summer, as the rapids of the Muonio and Tornea-Elf have to be ascended; but in winter these rivers, and even the Muonio-koski at Muoniovara, are frozen over and practicable for sledges. A better route in summer for travellers from Háparánda to the North Cape is viâ Luleû and Qvickjock, and thence over the mountains (a rough walk or ride of two days) to the Saltenfjord and Bodø (comp. R. 50). A still easier route is by steamer from Háparánda to Sundsvall, thence over land to Throndhjem, and from Throndhjem to the North Cape by steamboat. (Comp. RR. 49, 50.)

The best time for the journey is between the middle of August and the middle of September. Earlier in the season the myriads of mosquitoes are insufferable, and at a later period the days draw in and snow begins to fall. The traveller's passport must be visé by a Russian ambassador or consul (a consul at Hammerfest).

From Alten to Kautokeino (180 Kil. or 112 Engl. M.). The shorter and preferable route crosses the mountains to the W. of the Altenely (the longer, about 136 Engl. M., follows the course of that river). A guide and horses should be engaged for the whole journey to Karesuando in Sweden. (Johan Strand at Bossekop is recommended as a 'Vappus' or guide; his charge is 60 kr., and as much more for each of the two horses which each traveller requires.) Four Fjeldstuer afford shelter for the nights, but provisions must be taken for the journey. Heavy luggage should be sent round to Stockholm, or if necessary to Háparánda, by steamboat and railway; if taken across country, a third horse will be required to carry it. - The highest part of the vast mountain-tract which the route traverses is the Nuppivarre (2600 ft.; varre being the Lapp, vara the Finnish word for mountain). The stations are: (28 Kil.) Gargia, (40 Kil.) Solovom or Suolovuobme, (50 Kil.) Pingisjærvi, and (60 Kil.) Kautokeino. From Solovom geologists should pay a visit to the deposits of coal on the neighbouring Akso-Javre. (See C. A. Wulfsberg, 'Om Finmarken'; Kristiania, 1867.)

The longer route, following the Altenely (Alatajokki), crosses the Beskadosfield to the Ladnijaure and Masi, in order to avoid the Sautzofosse, the waterfalls formed by the lower part of the river: a boat is then taken on the now sluggish Altenely to —

Kautokeino (about 900 ft.; good quarters at the Landhandler's, or at Vorum's, the Lensmand, who is obliging, and will afford useful information), a settlement of Lapps and a few Finns, most of whom are absent in summer, and possessing a church and parsonage. The sides of the village-well are partially coated with ice, even in summer. A few birches thrive here, but no pines are to be seen. (L. v. Buch, vol. ii.; Ch. Martin's, 'Von Spitzbergen zur Sahara', vol. i., pp. 201 et seq.)

FROM KAUTOKEINO TO KARESUANDO (105 Kil. or 65 Engl. M.), a journey of two days. The traveller may ascend the Altenelv by boat, or ride along its bank, to (22 Kil) Mortas. Thence to —

Syvajärvi in Finland (Russia), 55 Kil. more. The frontier, which we cross 11 Kil. before reaching this place, was declared by the Danish-Swedish treaty of 1751 to be formed by the watershed between the Arctic Ocean and the Gulf of Bothnia. A ride of 28 Kil. more, traversing the watershed, about 1850 ft. in height, and presenting little interest, brings us to —

Karesuando (Inn), the first village in Sweden. The church was formerly at Enontekis, but when that place was annexed to Finland in 1826 it was transferred to Karesuando. The Muonio-Elf is here nearly 400 ft. wide. Barley is cultivated at Karesuando with tolerable success. Petrus Lästadius, the author of the Lapland 'Journal' (Stockholm, 1831), was once the clergyman here.

From Karesuando to Nedre Muoniovara, 100 Kil. (about 62 Engl. M.), a journey which may be accomplished in one day by boat on the Muonioelf, which forms the boundary between Sweden and Finland. The trip is an interesting one, the passage of the cataracts here being unattended with danger. It is usual to hire a boat and rowers as far as Muonioniska ('beginning of the Muonio') on the Finland side, or to Muoniovara (good quarter's at Fostrum's) on the Swedish side; but a fresh boat may be engaged at each of the following stations: (20 Kil.) Kuttainen, (20 Kil.) Palajokko, (30 Kil.) Ketkisuando, (20 Kil.) Öfvre Muonioniska, and (10 Kil.) Muoniovara. About 12 Kil. below Ketkisuando are seen the first pines (Abies excelsa). An interesting description of the salmon-spearing in the Muonio by torch-light is given by L. v. Buch in his second volume. Muoniovara is picturesquely situated, and boasts of a few corn-fields.

From Muoniovara to Háparánda (365 Kil. or 226 Engl. M.) the journey is also performed by boat, first on the Muonio, and then on the Torneå-Elf. The rushing of the Muoniokoski, a tremendous cataract, upwards of 1 Engl. M. long, is already audible here, though nearly 1 Engl. M. distant. The descent is a most exciting trip, unsuited for nervous persons. The foaming river careers wildly through a rocky gully and over sunken rocks, lashing the sides of the boat and half filling it with water. At one point there are two falls, each about 6 ft. in height, and near each other, between which the stream has to be crossed in order to reach another narrow channel where the descent is less sudden.

'You cannot perform this passage by simply following the stream, but the boat must go with an accelerated quickness, which should be at least double to that of the current. Two boatmen, the most active and robust that can be found, must use their utmost exertions in rowing the whole time, in order that the boat may overcome the force of the stream, while one person is stationed at the helm to regulate its direction as circumstances may require. The rapidity of the descent is such, that you accomplish an English mile in the space of three or four minutes. The man that manages the rudder can with difficulty see the rocks he must keep clear of: he turns the head of the boat directly in the line of the rock he means to pass, and when he is in the very instant of touching it, he suddenly makes a sharp angle and leaves it behind him. The trembling passenger thinks that he shall see the boat dashed in a thousand pieces, and the moment after he is astonished at his own existence. Add to all this, that the waves rush into the boat from all sides and drench you to the skin; while, at other times, a billow will dash over the boat from side to side, and scarcely touch you'. — Acerbi.

The first part of the journey, to (280 Kil.) Matarengi, is usually performed by boat; the latter part, from Matarengi to (85 Kil.) Haparanda, by road. The boat from Muoniovara to Matarengi, or to Ruskola a little beyond it, is manned by three boatmen and has room for two passengers only. Besides the formidable cataract just mentioned, we descend a succession of other rapids, but the dangers of the passage have perhaps been somewhat exaggerated. The cost of the boat as far as Ruskola is about 80 kr., and the trip takes  $2^{1}/_{2}$ -3 days. Good quarters are procurable at Kihlangi, Kengis Bruk (iron-works), Pello, and Ruskola. The large Muonio-Elf falls into the Torneå-Elf, which descends from the Torneå-Träsk, between the Kexisvara station and that of Kengis Bruk,  $3^{1}/_{2}$  Engl. M. below it. The interesting costumes of the natives at Pello should be observed. The Kittis, a neighbouring mountain, formed one extremity of a degree of longitude measured by Maupertuis in 1736.

Matarengi, 3 Kil. from Ruskola, was formerly called Öfver-Torneå. Near it, on the Finland side, a little to the S. of the Arctic Circle, rises the Avasaxa (695 ft.), a hill which commands a view of the midnight sun for one week. Comp. p. 372.

From Matarengi, where we leave the boat, to Háparánda, see p. 372.

# 32. From Christiania by Railway to Charlottenberg (and Stockholm).

143 Kil. (89 Engl. M.). RAILWAY in  $4^1/2 \cdot 5^1/2$  hrs. (fares 10 kr. 55, 7 kr. 65, 4 kr. 80  $\mu$ ). — The train arriving at Kongsvinger in the evening spends the night there and goes on to Stockholm next morning. The hotels are often overcrowded, in which case travellers sleep in the railway carriages. Comp. p. 305.

From Christiania to (21 Kil.) Lillestrømmen, see p. 113. The Eidsvold line diverges here to the N., while the Stockholm railway runs towards the S.E., traversing a less interesting tract of country. Lillestrømmen lies on a narrow arm of Lake Gieren, formed by the influx of the Lerelv and other streams. The lake,

the broader part of which begins 5 Engl. M. to the S.E., at the influx of the Glommen, is 20 Engl. M. in length. (Steamboat once on week-days, with an additional trip on Mondays, from Lillestrømmen to Sandstangen, near the S. end, in 31/4 hrs.)

29 Kil. (18 Engl. M.) Fetsund, where the train crosses the broad Glommen, just above its influx into Lake Gieren. Vast quantities of timber enter the lake here every spring on their way down to Sarpsborg and Fredrikstad. The train now follows the E. (left) bank of the river, which forms cataracts at places, all the way to Kongsvinger. 42 Kil. Blakjer; 49 Kil. Haga; 58 Kil. Aarnas. At Nas, 3½ Engl. M. to the N., the Vormen, descending from Lake Mjøsen, falls into the Glommen. The next stations are (67 Kil.) Saterstøen, (79 Kil.) Skarnas, and (87 Kil.) Sander. Then —

100 Kil. (62 Engl. M.) Kongsvinger (\*Railway Restaurant, with rooms to let; Møllerud's Hotel, Jensen's, both at a considerable distance from the station), formerly called Leiren ('the camp'), a small town on the right bank of the Glommen, with 1000 inhab., is reached from the station by a handsome bridge. The now dismantled Fortress (Fæstning; 770 ft.), which once played an important part in the wars between Sweden and Norway, commands a fine view.

From Kongsvinger to Elverum (100 Kil.), a good road, with fast stations, following the E. (left) bank of the Glommen, and leading to the N. to the districts of the Soler and Seterdal. The route presents little interest, and is now rarely traversed by tourists; but it may be preferred to the long circuit to Elverum via Lillestrømmen, Eidsvold, and Hamar by travellers from Sweden on their way to Throndhjem. The accommodation is generally poor. The scenery of the valley of the Glommen is of a somewhat sombre character. On both banks, especially farther up the valley, extend vast tracts of forest, in which elks (cervus alces), bears, and all kinds of wild-fowl abound. The Storsjø, a basin of the Glommen above Elverum, has great attractions for the angler. Many of the other lakes near which the road passes also afford good fishing. Elverum, see p. 206.

The railway turns to the S.E. and quits the Glommen. The Vingersø near Kongsvinger and the long lakes near Aabogen and elsewhere are basins of a now deserted channel of the Glommen, the old bed of which is followed by the railway (comp. p. 306).

112 Kil. Aabogen, 122 Kil. Eidsskog, 133 Kil. Magnor, all with extensive timber-yards. The train quits the district of Vinger, in which Kongsvinger lies, a little beyond Magnor, and crosses the Swedish frontier.

143 Kil. (89 Engl. M.) Charlottenberg, the first station in Sweden, and thence to Stockholm, see R. 41.

## SWEDEN.

#### 33. From Christiania to Gothenburg by Railway.

356 Kil. (221 Engl. M.). From Christiania to Fredrikshald, the Norwegian 'Smaalensbane', in 5 hrs. (fares 6 kr. 12 g., 4 kr. 8 g.); thence to Gothenburg, the Swedish 'Bergslagsbana' in 9 hrs. (fares 16 kr. 5 g., 8 kr. 95 g.). Carriages changed at Mellerud. From Christiania to Gothenburg one through-train daily in 133/4 hrs. (fares 22 kr. 12 g., 13 kr. 25 g.).

The railway journey is on the whole tame and uninteresting, so that were it not for the *Trollhätta Falls* (p. 285) the preference should be given to the steamboat. Between Ed and Mellerud-Sunnanå the train may be quitted for the Dalslands Canal (see p. 276). Travellers who mean to pass the night at Fredrikshald are recommended to visit *Moss, Fredrikstad*, and the \*Saipsfos on the way, going on in each case by the next train. Steamers run daily from Moss, Fredrikstad, and Fredrikshald to Gothenburg. Travellers in the reverse direction are recommended to leave the railway at Moss and take one of the local steamers thence to Christiania,

the approach to which by water is particularly fine.

Christiania, see p. 1. The train describes a curve round the suburb of Oslo and skirts the base of the Ekeberg (p. 12), affording a fine retrospect of the town. From (4 Kil.) Bækkelaget we have a good view of the islands in the Ormsund, with their villas. The train then skirts the Bundefjord, passing the country-residences of numerous Christiania merchants. 8 Kil. Lian. The train now ascends to (18 Kil.) Oppegaard (320 ft.). To the right is Nasodden, a large peninsula separating the Christiania Fjord from the Bundefjord. From (24 Kil.) Ski another railway, called 'Indre Smaalensbane', now in course of construction, will run to Fredrikshald through the interior of the district of Smaalenene. Stations Aas, Vestby, and (48 Kil.) Soner, near which last are the small timbertrading town of Holen, on the river of that name, and Soon (p. 37), on the Christiania Fjord, a steamboat-station. The train now descends to the fjord and skirts the bank of the picturesque Mossesund, the strait between Moss and the Gello. — See Map, p. 12.

60 Kil. (37 Engl. M.) Moss, see p. 37. The station is on the

S. side of the town, near the sea-baths.

Steamers ply between Christiania and Moss several times daily, taking 4 hrs. to the trip. A great part of the course of these steamers lies between the *Gjello* and the mainland.

The next stations are Dilling, Rygge, and Raade. Beyond Onsø the train crosses the Kjølbergelv, passes through a short tunnel, and soons stops at —

94 Kil. (58 M.) Fredrikstad (Olsen's Hotel; Isuchsen's, in the Forstad on the W. bank of the Glommen), a town with 8500 inhab., and a place of considerable importance owing to its situation at the mouth of the Glommen, Norway's largest river (350 Engl. M. long),

on which the timber of the Osterdal, the most richly wooded district in Norway, is floated down to the sea. All the timber was originally exported hence in logs or planks, but much of it is now manufactured on the spot into doors, window-frames, etc., which are largely exported to Germany, Holland, and France. The river here is broad and deep. It is crossed by a steam-ferry, and a small steamer also runs several times daily to Sarpsborg in  $^3/_4$ -1 hour. The busiest part of the town is the so-called Forstad, on the W. bank of the river, which contains the railway-station, a large new church, a theatre, and the 'Forlystelsehus Valhalla', a popular place of amusement. The old town on the left bank was founded by King Frederick II. in 1570, and was once strongly fortified.

On the Torsøkile (Kile, 'bay'), 8 Kil. to the W. of Fredrikstad, lies Hundebunden, a pleasant sea-bathing place, also called the Torsøkile Baths. Farther on is the Hanko Kystsanatorium ('pens.' 120 kr. per month), which has daily steamboat communication with Fredrikstad.

Beyond Fredrikstad the train passes on the left some curiously worn rocks and a few isolated houses. It then crosses the outflow of a small lake and describes a wide curve towards the W. The banks of the Glommen here are covered with logs, and the river itself with rafts. Substantial farms are seen on every side. 103 Kil. Greaker. The train now quits the Glommen. 106 Kil. Sannesund, formerly called Alvim, 1/2 Engl. M. from the village of that name. Hundebunden (see above) lies 6 Kil. to the W.

109 Kil. (67 M.) Sarpsborg (Railway Restaurant; Lillebye's Hotel; Kristiansen's Hotel, R. 2 kr.), a small town with 3300 inhab., on the left bank of the Glommen, founded in 1840 on the site of an ancient town, which had been destroyed in 1567. To the N. of the town the river forms the lake of Glengshøllen.

To reach the "Sarpsfos we walk from the railway-station to the E. through the town to (25 min.) Hafslund. The river here pours its vast volume of water over a ledge of rock 140 ft. in width to a depth of 74 ft., while the water above and below the fall is 25-30 ft. deep. The scene is very imposing, particularly in May and June, when the river is in flood. As usual, a number of saw-mills and manufactories have been established on the brink of the thundering waters. The fall is crossed by a Suspension Bridge, constructed in 1854, borne by four piers, and farther up is the new railway-bridge (see below). It is interesting to watch the timber shooting over the fall. On the E. bank, by Hafslund, there is a channel for the descent of the sawn wood. The gallery here affords the best \*View of the fall, which probably surpasses the Trollhätta in height and volume. It is, however, advisable to descend to the right bank and walk as far as the last house, whence the fall is seen in its full extent. The swirl of water below the fall resembles the surge of the ocean, and there is a strong back-eddy which sometimes catches the logs of timber and prevents their farther descent. The salmon-stairs, recently put up, should also be noticed. The farm of Hafslund, now the property of a company at Christiania, is distinguished for the beautiful trees in its park (8 min. from the bridge). — In the winter of 1702 a portion of the right bank, 2000 ft. long and 1200 ft. broad, on which lay the Borggaard, a large farm-house, having been gradually undermined by the action of the water, was precipitated into the waterfall, a catastrophe which caused the death of fourteen persons and about 200 cattle.

The train now crosses the Glommen by a lofty bridge, com-

manding a view of the Sarpsfos to the right. 119 Kil. Skjeberg, situated in a marshy hollow; 131 Kil. Berg. The scenery here is tame and monotonous, woods and patches of arable land (Smaa-Lene) alternating with marshes and meadows. Farther on the train passes through several tunnels and reaches the Iddefjord. Stations Rammen and Rod. To the left rises a wall of rock. We cross the Tistedalselv and soon reach -

136 Kil. (84 M.) Fredrikshald (Schultz's Hotel, Kirkegade, R. 2 kr., L. and A. 80, B. 80 c., German landlord; Svea Hotel, in the Torg; Jernbane Hotel, at the railway-station, well spoken of; these two less expensive), an old town, rebuilt after a fire in 1826, is picturesquely situated on both banks of the Tistedalselv, which here enters the Iddefjord. It is an important commercial place and one of the centres of the timber traffic of the E. districts of Norway and the adjoining parts of Sweden. On the S.E. it is commanded by the once important fortress of Fredriksten. The town contains 10,000 inhab., including numerous wealthy merchants. whose handsome villas line the bank of the fjord.

Fredrikshald owes its name and its fortress to the bravery with which the inhabitants repelled the attacks of the Swedes in 1658, 1659, and 1660, in consequence of which Frederick II. exchanged its old name of Halden for the present form. The Swedes under Charles XII. again attacked the town in 1716, but were again unsuccessful, chiefly owing to the gallantry of the brothers Peder and Hans Colbjernson. In 1718 Charles XII. besieged Fredrikshald a second time, but was shot in the trenches at the back of the fortress of Fredriksten on 11th Dec. of that year, whereupon the siege was raised by his army.

A picturesque \*Walk may be taken along the harbour, commanding a fine view of the Fredriksten and of the wooded islet of Sauge, to which we may row in a small boat (10 e.). Crossing the island through a narrow ravine we gain on the other side (10 min.) a beautiful view of the fjord and the island of Brate.

From the market-place, where an unpretending monument has been erected in commemoration of the bravery of the brothers Colbjørnson, we ascend by a broad road, commanding a series of beautiful views, to the fortress of Fredriksten (370 ft.), connected with which are the forts of Overbjerg, Stortaarnet, and Guldenleve. From the E. gate of the fortress a road leads to the left to (5 min.) the Commandant Park, a well laid out promenade, with a Monument of Charles XII., erected in 1860 on the spot where that monarch fell in 1718. It consists of a cast-iron pyramid with an inscription by Tegnér, to the effect that the hero, 'alike in fortune and misfortune, was the master of his fate, and unable to flinch could but fall at his post'.

In returning we choose the road through the \*Tistedal, a valley containing a succession of picturesque waterfalls and several mills and manufactories. If the traveller has time to spare he may now cross the bridge and visit the W. part of the town, with its pretty promenades (music pavilion).

To the S.W. lie the beautiful park and villa of Red, the former open to the public. — A charming drive may be taken through the Tistedal to (5 Kil.) Vein, a country-house which commands a fine view of the Tistedal and the Femijö (p. 277).

The STEAMBOAT VOYAGE FROM FREDRIKSHALD TO VENERSBORG by the Dalslands Canal (c. 160 Kil. or 100 Engl. M.; twice weekly, in 2 days) is now comparatively little made since the opening of the railway described in R. 36. Travellers, however, who desire to see a little of the Swedish canal system are recommended to choose this route from Ed to Sunnanå.

The Dalslands Canal was constructed in 1863-68 by Baron Nits Ericson (brother of the 'caloric' engineer John Ericson), at a cost of 11/2 million kr. Its locks and sluices are among the greatest triumphs of engineering skill in Sweden. The scenery through which the canal passes is pleasing, though not grand.

A short branch-railway runs from Fredrikstad to Ed and to the 'Lastplats' Lee, on the W. bank of the Stora Lee (330 ft.), a narrow lake 35 Engl. M. in length. We now embark on the canal steamer, which first steers to the N. to Foxen, as the N. end of the Stora Lee is called, and then to the S. to Trankils-Kyrka and Lennartsfors, a waterfall which it passes by means of three locks. It then enters Leelangen (305 ft.), a lake 30 Engl. M. long. Near Gustafsfors, a station on the E. bank halfway down the lake, another canal diverges to the Vestra and Östra Silen lakes, to which a steamboat usually plies weekly. At the S.E. end of Leelangen we pass through the two locks of—

Bengtfors (Gästgifvaregården), where the steamers in the opposite direction spend the night. The steamer now descends what may be termed a staircase of five locks to (6 Engl. M., while the traveller may walk) —

Billingsfors (Gästgifvaregården), where the steamer spends the night (71/4 hrs. from Strand). If all the berths are engaged, passengers are provided with quarters for the night on shore without additional payment. Billingsfors is prettily situated, and the neighbouring Kasberg commands a fine view.

We now enter the Laxen-Sjö (245 ft.), on the E. bank of which lies Baldersnäs, a charming country-house belonging to Hr. Wärn, a merchant of Gothenburg, with pleasant grounds, hothouses, etc. (curious grottoes in the limestone-rock). — Six more locks next descend to Råvarpen (192 ft.), and another at Katrineholm to Åklången (185 ft.), a narrow lake with wooded banks, at the S.E. end of which we reach —

\*Hofverud (Inn), the most striking point on the canal. Great engineering difficulties had to be overcome here by Ericson's genius. As the loose nature of the soil on one bank and the rocks on the other rendered it practically impossible to construct a canal adjoining the river here, Ericson conceived the bold plan of throwing an aqueduct (116 ft. long) over the waterfall itself, and in the execution of his plan he has been eminently successful. The scenery at this point is also pleasing. While the vessel descends the four locks, the passenger may land and ascend to a small Temple on the left (E.) bank, which affords a fine view.

Below Hofverud are the two höljar of Öfre and Nedre Holn. (Hölja, a calm reach between two waterfalls.) Two locks descend thence to the Upperudhölja, beyond which the steamer traverses the Hjerteruds-Sund and the Svansfjord. Lastly it descends through the largest of all the locks to Köpmannabro (p. 360) on Lake Venern (155 ft.), and steers along the W. bank of Lake Venern (about 3½ hrs. more) to

Venersborg  $(9^1/2 \text{ hrs. from Billingsfors})$ . Thence to Gothenburg, see R. 36.

Soon after leaving Fredrikshald we have a view of a huge wall of debris, penetrated by the *Tistedalselv*. The train then quits the Tistedal (see above) by a short tunnel and runs along an ancient moraine, resembling an artificial embankment.

At (140 Kil. or 87 M.) Femsjøen we obtain a beautiful view of the lake of that name, which is about 37 Engl. M. in length and covered with hundreds of timber-rafts. The Femsjø is connected with the large Aspern and other high-lying lakes by canals constructed to facilitate the timber traffic. A small steamboat plies on the lake. The fortress of Fredriksten is visible to the W. for a short time. The train passes through several tunnels and reaches (150 Kil.) Aspedammen. To the left a view is obtained of the Brsjø. Large stacks of timber are passed near (158 Kil.) Præstebakke, beyond which we enter a thickly wooded district. 167 Kil. Kornsø is the last Norwegian station.

The line now crosses the Swedish frontier. The district, which is almost uninhabited, is marked by the traces of numerous forest conflagrations. At (177 Kil. or 110 M.) Mon (Rail. Restaurant, D. 1½ kr.; comp. p. xx), the first station in Sweden, the custom-house examination takes place and time is allowed for dinner. The through train in the reverse direction arrives here at the same time. Beyond Mon the train traverses a large and bleak heath, surrounded by barren hills. Several cuttings are passed, showing the slate formation of the district. To the left is a hill of quartz, overlaid with white limestone. 185 Kil. Hökedalen.

189 Kil. (117 M.) Ed, picturesquely situated above the Stora Lee, to which a short branch-line diverges here. (The 'Lastplats' Lee is the terminus of the steamers on the Dalslands Canal, see p. 276.) At the W. end of the station is a tall stone erected in memory of Charles XII., who carved his name on an oak in the vicinity.

The district beyond Ed abounds in marshes, and the scenery is monotonous. 207 Kil. Bäckefors. The train traverses a tunnel, passes the Tiākersjö on the right, and reaches (217 Kil.) Dalskog. Farther on we pass, on the left, Lake Noradal and the small chalybeate baths of Råstok.

233 Kil. (145 M.) Mellerud, the junction of the Bergslagsbana (R. 48) and of the line to (3 Kil.) Sunnanå on Lake Venern. — From Mellerud to (356 Kil. or 221 M.) Gothenburg, see R. 48.

## 34. From Christiania to Gothenburg by Sea.

325 Kil. (201 Engl. M.). Steamboats. The excellent paddle-steamer Christiania plies direct to Gothenburg in 14 hrs., once weekly till the end of May and twice weekly from June to the middle of September. Its course lies outside the island-belt, and the sea is apt to be somewhat rough. Travellers who are inclined to sea-sickness may therefore prefer one of the slower boats, Oscar Dickson or Albert Ehrensvärd, which leave Christiania on Sun., Wed., Thurs., and Sat. at 11 p.m., and perform most of the voyage indenskars, or within the island-belt. They are 16-18 hrs. on the way. The intermediate stations are Strömstad (whence local boats also ply several times weekly to Fredrikshald), Lysekil, Grebbestad, Fjellbacka, and Marstrand. The mouth of the Christiania Fjord is very beautiful, but is unfortunately passed at night by most of the steamers leaving Ohristiania.

After the beautiful Fjord of Christiania is left behind, the coast scenery on this route is uninteresting, especially to those who have seen that of Norway, but the climate here is said to be unusually healthy, and the sea-bathing places are much frequented in summer. The water is much salter and purer than in the recesses of the long Norwegian fjords. At some of the watering-places there are also mud-baths (gyttjabad). The inhabitants are chiefly fishermen, descendants of the ancient vikings, who have left representations of their exploits in the 'Hällristningar' which are still to be seen in the parish of Tanum near Grebbestad, at Brastad near Lusekil, and elsewhere. At many points on the coast there are still remains of ancient castles, tombs, stone chambers (valar), and monuments (bautastenar), so that this region (Bohuslän) is justly regarded as one of the cradles of the early sagas of the North. The fishermen are not unfrequently prosperous and wealthy, especially those of Smögen. The cod, herring, lobster, and oyster fisheries are the most important. Windmills crown almost every small eminence. The thousands of islands through which the steamer threads its course are little more than bare rocks. Oroust and Tjörn, however, the largest of them, form exceptions, being fairly clothed with vegetation and at places well cultivated.

The \*FJORD OF CHRISTIANIA down to Moss is described in R. 5. Below Moss the fjord gradually widens, and the scenery becomes less interesting. At the mouth of the fjord the steamer steers to the E. into the picturesque fjord of Fredrikstad, see p. 273. — It then passes the Hvaloer on the right (on the largest the watering-place of Kirko) and the Singelver on the left, and enters the Svinesund, a long, narrow fjord, on a bay of which (the Iddefjord) lies —

Fredrikshald, commanded by the fortress of Fredriksten (see p. 275). After calling at Fredrikshald the steamer descends the narrow Svinesund, which forms the boundary between Sweden and

Norway, again passing the Hvaløer-on the right.

The first Swedish station is Strömstad (Gästgifvaregård, kept by Gegerfelt, with restaurant; private apartments also procurable), a town with upwards of 2000 inhab., and a favourite watering-place, situated at the efflux of the Strömså from the Strömsvatn. The badgyttja ('bath-mud'), which possesses sanitary properties, is obtained from the Boijarvik, to the N. of the town, near the mineral spring Lejonkällan. In the environs are numerous caverns (bergsgrottor; the largest of which is Österrödshålan) and giant cauldrons (jättegryttor), which have been formed partly by the action of water and partly by that of ancient glaciers. Strömstad is a great depôt of oysters and lobsters.

Beyond Strömstad the steamer steers through the narrow Harstensund, with the mainland on the left and the islands on the right. To the right we observe the Nordkosters Dubbelfyr (light-

house). Near Grebbestad was fought the battle of Greby, where there are numerous tombstones. A road leads hence to Tanum, the Bullare Sjöarne (two long, narrow lakes), Östad, Hofsäter, Eide Bratta (755 ft.), and Strömstad (p. 278). From Hofsäter we may proceed to Bærby, in Norway, whence a steamer plies to Fredrikshald.

The next station is Fjällbacka, with 800 inhab., the central point of the Swedish anchovy-trade, curiously situated at the foot of a precipitous wall of rock. The rock is penetrated by the Rammelklåva or Djefvulsklåva, a narrow cleft, near the top of which are several large stones wedged in between the opposing sides. The traveller may walk to the end of this singular gorge. To the W. are the Väderöar and the Väderbodsfyr. We now enter the Sotefjord, with its numerous sunken rocks (blindskär). On the peninsula of Sotenäs to the left are the fishing-villages and bathing-places Smögen, Grafverna, and Tången, beyond which is the Malmö, inhabited by the Malmöpyttar or Malmöbarn, a small and peculiar race, supposed to be a remnant of the aboriginal Finnish population of Sweden. About 4 M. from Fjällbacka is —

Lysekil (Hôtel Bergfalk; Stora Badhuset), a favourite watering-place, lying on the S. extremity of the long peninsula of Stångenäs, to the E. of which is the Bokenäs. Between these peninsulas lies the Gullmarsfjord, extending to the N.E. to Saltkällan, a little beyond which lies Qvistrum, a prettily situated place. In spite of its almost total want of shade Lysekil surpasses even Marstrand in popularity as a sea-bathing resort. The bathing arrangements are good, and there are numerous tasteful villas.

Beyond Lysekil some of the smaller coasting steamers take the inner course ('inre vägen'), passing through the Svanesund and between the islands of Oroust and Tjörn and the mainland. On their way they touch at Uddevalla (p. 287) and several other small watering-places.

Most of the steamers, however, take the outer course ('ytre vägen'), steering to the W. of the islands of Skaftöland, Oroust, and Tjörn. In Skaftöland are Fiskebäckskil and Grundsund, inhabited by fishermen and seafaring men. The next station is Gullholmen on the Hermanö. Farther on are seen the red houses and church of Mollösund, on the island of Oroust. The rocks are covered with Klipfisk (p. 239). The large steamers now pass through the Kirkesund, the smaller through the Albrektsund. Between Lysekil and Marstrand are the large lighthouses Måskärs Fyr in Oroust, to the W. of Mollösund, and Hamnskärs Fyr, near the dangerous Paternoster Skär, to the N. of Marstrand. Several other lighthouses are also passed on this voyage, and every harbour has its distinguishing beacon. About  $4^1/2$  sea-miles from Lysekil, we next reach—

Marstrand (Stadshotellet), a town with 1400 inhab., on the E. side of a small island, visited by about 2000 sea-bathers an-

nually. The handsome church of St. Mary dates from 1460. The sea here is generally calm, being protected by the island-helt, and the water is strong and bracing owing to the large quantity of salt it contains. The mild climate has gained for Marstrand the name of the 'Swedish Madeira'. In the middle of the island is St. Erik's Grotto, with a spring once used in connection with heathen sacrificial rites. Opposite the town, to the W., rises the fortress of Karlsten, the 'Gibraltar of the North'. To the N. is the Koo. with the small bathing-place of Arvidsvik. Small steamers ply regularly between Marstrand and Gothenburg. - About 21/4 M. farther S. the steamboat reaches the mouth of the Göta-Elf, which it now ascends to -

Gothenburg, see below.

## 35. Gothenburg.

Arrival. The large sea-going steamers land at the Stora Bommens [Hamn (Pl. F, 2), the canal steamers at the Lilla Bommens Hamn (Pl. G, 1), both at some distance from the hotels. Hotel-omnibuses (75 ö.) and cabs see below) meet the steamers. The Stockholm Railway Station (Pl. H, 1, 2) is quite close to the hotels, so that it is needless to take the omnibus. The station of the Bergslagsbana (Pl. H, 1; RR. 36, 48) is a little farther off.

Hotels. \*HAGLUND'S & GÖTA KÄLLARE (Pl. a, H, 2), in the Södra Hamngata, two separate houses, of which the former contains the best bedrooms, the latter the dining-room, etc.; R. 3 kr., A. 25, L. 50 ö.; meals à la carte. \$\display\$ critical contains the latter the dining-room, etc.; R. 3 kr., A. 25, L. 50 ö.; meals à la carte. \$\display\$ critical critia H, 2); STADT HAMBURG, the last all unpretending.

RESTAURANTS. \* Göta Källare, see above; \*Börsen, Gustaf-Adolfs-Torg; Frimurarelogen, Södra Hamngatan 31; Hinriksberg, at Stigbergstiden (Pl. C, 3), with view of the harbour. Cafés (Schweitzerier): \*\*Café du Commerce, Skeppsbron; Börsen, see above; Nissen, Kungsgatan 15; at the New Theatre; at the 'Trädgårds-Förenig, p. 283.

The Gothenburg LICENSING SYSTEM, which has given rise to so much

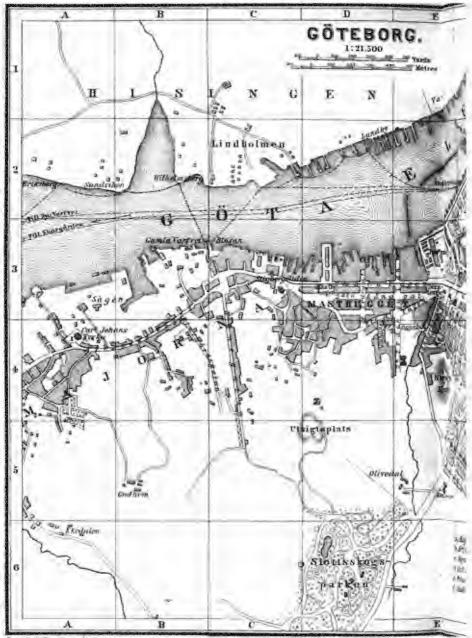
controversy, has been in operation here for many years and is said to have worked well. It is at least certain that drunkenness has diminished greatly of late years. The system was also introduced at Stockholm in October, 1877, and the results are said to have been beneficial. The leading features of the system of licensing, or rather of non-licensing, are that a company is empowered to buy up all licenses and existing rights, and to open a limited number of shops for the sale of pure and unadulterated spirits, the salaried managers of which have no interest whatever in the sale of the spirits. The company, which is under the supervision of the municipality, after deducting interest at the rate of 5 per cent on the capital expended, hands over the whole of the surplus profits to the civic authorities, thus affording very substantial relief to the rate-payers, and to some extent throwing the burden of maintaining the poor upon those who impoverish themselves by their own improvidence and intemperance.

Post Office (Pl. 23; F, 2), Packhus-Torg. Telegraph Office, in the Museum (Pl. 27; G, 2), Norra Hamngatan 12.

Money Changers. Skandinavisk Bank; John Odell, Franskatomten, by the Skeppsbro; Schröder, Brödrene Larson, both in the Norra Hamngatan.

Cabs (Droskor). Per drive within the town, 1-2 pers. 75 ö., 3-4 pers. 1 kr.; longer drive 1 ½-3 ½ kr.; to the Slottsskogspark 1 ¾ or 2 ½ kr. — For one hour 1-2 pers. 1 ½ kr., 3-4 pers. 2 kr.; each additional ½ hr. 60 or 75 ö. — Each large article of luggage 10 ö.









Tramway from the Brunnspark through the Sodra Hamngatan, Magasinsgatan, and Nya Allee to Stigbergsliden (comp. the Plan, G 2, F 2, 3, ECD, 3); fare 10 ö.

Steamboats. To Christiania (comp. R. 34) five times weekly in 14-18 hrs. (fares 18, 12 kr.); to Strömstad and Fredrikshald (see p. 278) almost daily; to Uddevalla ten times weekly; to Fredrikshavn in summer daily, on the arrival of the Stockholm express (in 5-51/2 hrs.; fares 8, 6, 4 kr.); to Copenhagen daily (11-24 hrs.), some of the steamers going direct, others touching at intermediate ports (cabin 15-18, steerage 12-16 kr.); to Stockholm through the Trollhätta and Göta Canals and Lakes Venera and Vettern three times weekly (at present Tues., Thurs., Sat., 11 p.m.), in 2 days (fares 30, 25 kr.; comp. R. 39), also a coasting steamer from Gothenburg to Stockholm twice weekly in 31/2-4 days; to London on Thursdays (from London on Fridays), to Kull on Fridays (from Hull or Stockholm burg to Stockholm twice weekly in 31/2-1 days; to London on Thursdays (from London on Fridays); to Hull on Fridays (from Hull on Saturdays); to Leith fortnightly; also to Hamburg, etc. — Small steam-launches (Angslupar) also ply frequently from Skeppsbron (Pl. E, F, 2) to Klippan (every 1/4 hr.), Majorna, Nya Varfvet (hourly), Nya Elfsborg and Långedrag (6 times daily), Bratten (thrice daily), and Stjernvik (sea-baths; thrice daily).

Sea Baths at Långedrag (pleasant excursion by steam-launch, see above; 'Kallbad' 75 ö., 'Varmbad' 1 kr.; Café Miramar) and at Stjernvik (see above). River Baths by the Hisingbro (Pl. G, 1). Warm Baths in the Renströmska Badanstalt and in the Brunnspark (p. 282).

Favourite Resorts. Trädaårdsföreningens-Park (p. 283: music in the

Favourite Resorts. Trädgårdsföreningens-Park (p. 283; music in the evening); Lorensberg (Pl. H. 4), with a bust of Wadman, the poet, by Molin; Slottsskogs-Park, p. 283. A Sunday 'Lustur' to the 'Skjære' (Lysekil, p. 279) is interesting for the view it affords of the pleasures of the people; comp. the newspapers for Saturday.

English Church in the Rosenlundsgata (reached by the Ekelundsgata

from the W. end of the S. Hamngata).

Gothenburg, Swed. Göteborg (57° 42' N. lat.), a busy and prosperous commercial city, with 76,760 inhab., lies on the Götaelf, about 5 Engl. M. from its mouth, and possesses an excellent harbour, which is rarely closed by ice. The wide plain surrounding the town, though diversified with a few barren gneiss hills, is unattractive. The town itself presents a remarkably handsome and pleasing appearance, for which it is largely indebted to the enterprise and public spirit of the wealthier inhabitants. The suburbs of Gullbergs Vass and Stampen to the E., Haga, Albostaden, and Annedal to the W. and S.W., and Masthugget, Majorna, and Nya Varfvet to the W. now form part of the town.

Gothenburg is quite a modern place, having been founded in 1621, and it is to the Dutch settlers of that period (including the wealthy Abraham Cabeliou) that it owes the peculiar form of its streets and canals. The first great impulse was given to its commerce by the great continental blockade, during which it formed the chief depôt of the English trade with the north of Europe. The principal foreign merchants now resident here are Scotch and German. The principal manufactures are cotton, machinery, and sugar. The numerous breweries and the ship-building wharfs are also conspicuous features.

The business-centre of the town, about equidistant (8 min.) from the railway-station and the principal steamboat-quay, is the Gustaf-Adolfs-Torg (Pl. G, 2), on the N. side of which rises the Börs (Pl. 14), or Exchange, the finest edifice in Gothenburg,

erected in the Renaissance style in 1849, and embellished with twelve cast-iron columns in front. To the W. of it is the Rådhus (Pl. 24), or Town Hall, designed by Nic. Tessin, and built in 1670, but afterwards considerably altered. Behind it rises the German Christina-Kyrka (Pl. 8). The centre of the Torg is embellished with a Statue of Gustavus Adolphus (Pl. 16), the founder of Gothenburg, designed by Fogelberg. This was the second statue cast from the same model. The first was wrecked when on its way from Hamburg to Gothenburg, and was recovered by sailors of Heligoland, who claimed so exorbitant a sum for salvage that the Gothenburgers refused to pay it, and preferred ordering the statue to be executed anew (1854). The original statue now adorns the Domsheide at Bremen.

At the S.E. angle of the Torg is the junction of the Stora-Hamn-Kanal and the Östra-Hamn-Kanal, the two most important of the canals intersecting the town. The former is flanked with the handsome quays called the Norra and the Södra Stora Hamngata. — In the angle formed by these two canals lies the Brunns-Park (Pl. 15; G, 2), with pretty grounds and an establishment for warm baths.

At Norra Stora Hamngatn 12, in the building of the old East India Company, is the **Göteborgs Museum** (Pl. 20; G, 2), a meritorious collection of pictures, zoological specimens, and industrial objects (admission on week-days 10-2.30 and 4-6, 25 ö.; on Sundays, 12-3 and 6-8, 10 ö.).

The Natural History Collection includes admirable specimens of most of the fauna of Scandinavia, among the most conspicuous being a fine eland (Elg). A collection of plaster masks of distinguished men and notorious criminals is also shown here. — Upstairs are the Pictures (Taftor), the best of which are: Tidemand, Bear-hunters, Rustic visitors; Gude, Landscape; Möller, The Sognefjord; D'Unker, Waiting-room, Dressing-room. Here also is a marble group of Cupid and Psyche, by Fogetberg and Molin.

A few paces to the W. of the Museum is the Harbour, with the Stora Bommens Hamn (Pl. F, 2), the landing-place of the large steamers. Close to this point is the Post Office (Pl. 23), with the Custom House on the lower floor. On an elevation to the right stands the School of Navigation (Pl. 21; G, 1). A little farther on are the Prison and the Lilla Bommens Hamn (Pl. G, 1), the landing-place of the local steamers.

To the S. of the Stora Hamn Canal, near the harbour, is the Landshöfdingsresidens (Pl. 26; F. 2), or residence of the governor of the district. Farther on a steep flight of wooden steps ascends to the S. to the top of the rocky Stora Otter-Hälleberg (Pl. F, 2), which commands a good view of the town and harbour. To the S., on another hill, is the Artillery Station (Pl. 12), beyond which is the entrenchment of Kronan. To the W. is the Skeppsbro (Pl. E, F, 2), a long quay from which the steam-launches start. At the S. end of the Skeppsbro is the Rosenlunds Canal (Pl. E, 3), where

a number of fishing-boats from the Bohusläner Skär (islands of the coast-district between Gothenburg and Strömstad) usually lie with their cargoes of 'Klipfisk' caught and dried on the W. coast of Norway.

To the E. of this point the Södra Stora Hamngata leads to the Wallgraf ('moat'), to the left of which is the Stockholm Railway Station (p. 280) in the Drottningtorg. Beyond the Wallgraf lies the \*Garden of the Trädgårdsforening (Pl. H, 2, 3), with its hothouses and exotic plants (restaurant; music in the evening; adm. 10 ö., hothouses 25 ö. extra).

On the S.W. side of the Wallgraf extends the pleasant Kungspark, intersected by the Nya Allee, adjoining which is the New Theatre (Pl. 22; G, 3), completed in 1850. In front of the theatre is placed a replica of Molin's \*Bältespännare (p. 336). To the S. runs the Nya Allee, with a number of handsome private residences, including the villa of Mr. Oscar Dickson, so well known for his energy and liberality in organising Arctic expeditions and initiating other public and philanthropic enterprises.

Farther on, on the left side of the Nya Allee, rises the Haga-Kyrka (Pl. 5; F, 4), the church of the suburb of that name. designed by Edelvärd, and erected in 1856, a great part of the cost having been defrayed by Mr. David Carnegie, a wealthy Scotch brewer. We now turn to the S., cross the Annedal, a quarter inhabited by artizans, and reach the charming \*Slottsskogs-Park (Pl. D, 6; cab, see p. 280), a visit to which should not be omitted. On the S. side is a 'Schweitzeri' or café, where cold meat (Kall Sexa, comp. p. 312), etc., may be obtained. To the N. is a good point of view (Pl. D, 5). — In returning from the Slottsskogs-Park we may proceed to the W., passing the old entrenchment of Kronan (Pl. E, 4; view), to the 'Jerntorg' (Pl. E, 3), in the suburb of Masthugget, where we take a tramway to Stigbergsliden (Pl. C, 3). The terminus is near the St. Johannis Kyrka (Pl. 6), a few hundred paces beyond which is the loftily situated restaurant of Hinriksberg, commanding an admirable view, particularly by evening-light. Opposite lies the island of Hisingen, enclosed by two branches of the Götaelf and containing Lindholmens Mekaniska Verkstad, where many of the useful Swedish steam-launches are built. — To the W. of Masthugget, on rising ground, is the suburb of Majorna, containing the Karl Johans Kyrka (Pl. 1), several extensive shipbuilding yards, and the Porter Brewery and Sugar Factory of Mr. Carnegie.

Among the other churches of Gothenburg may be mentioned the English Church (Pl. 3; F 3), in the Rosenlunds-Gata, at the S. end of the Kasernen-Torg, and the Roman Catholic St. Josephs-Kapelle (Pl. 7; G 1), in the Spanmålsgata.

To the S.E. of the town lies a quarter containing the numerous pleasant-looking villas of the wealthy merchants of Gothenburg, which may be visited by carriage. Most of them lie on the Danska Vägen, the prolongation of the Korsvägen (comp. Pl. I, 4). Many of the gardens and parks are open to the public.

The interesting New Cemetery ('Nya Begrafningsplatsen') contains a monument to Bengt Fogelberg by Molin, that of Sven Renström by Scholander, etc. The large trees were transplanted from the old cemetery in 1865 at great cost.

#### Towns to the S. of Gothenburg.

Steamboats ply almost daily from Gothenburg to the principal towns on the W. coast, but few travellers will extend their tour in this direction. The steamboat traverses the Skärgård and crosses the Askimsfjord. The wooded Särö, a pretty island, is much frequented by sea-bathers (steamer from Gothenburg daily). Farther on, at the head of a deep bay, is the small town of Kongsbacka. We then reach—

Varberg (Varberg's Hotel), an old town with 2500 inhab., much visited for sea-bathing. To the W. rises the old castle, now used as a house of correction.

FROM VARBERG TO BORÂS (Herrljunga), 85 Kil. (521/2 Engl. M.), railway in 31/2-41/2 hrs. (fares 5 kr. 95, 3 kr. 40 ö.). The intermediate stations are unimportant. The last two, Viskafors and Rydboholm, possess large cotton manufactories. Borãs, and the prolongation of the line to join the main railway, see p. 289.

Passing Morupstanges Fyr the steamer next stops at Falkenberg, a town with 1500 inhab. and a large salmon fishery. — Then —

Halmstad (Hôtel Mårtensson; Svea), with 6800 inhab, on the Nissaå, the seat of the governor of the province of Halland, with an old church and an old castle. It is a centre of the 'Halmstadlax', or salmon fishery.

FROM HALMSTAD TO LINDEFORS, 161 Kil. (100 Engl. M.), railway in  $8l_2$  hrs. (fares 15 kr. 10, 12 kr. 10, 7 kr. 55 ö.). The train ascends the valley of the Nissaâ. 5 Kil. Sperlingsholm, an old estate of Baron Sperling, with a modern château and a large park. Most of the other stations are unimportant. Some of them have large saw-mills. 115 Kil. Vernamo, with an important annual fair. The railway is now being continued from Lindefors to Nässjö (p. 301).

The next steamboat-station is Laholm, on the Lagaa, with 1500 inhabitants. Then Torekov, at the S. base of the Hallandsas, a diluvial range of hills, 650 ft. in height, extending to the S.E. to Skåne, which is intersected by other chains of similar character. These hills (Asar) consist chiefly of sand and loose stones, and are either the huge moraines of primeval glaciers, or ancient submarine deposits. Off Torekov lies Hallands Väderö, an island protecting the harbour, and so named to distinguish it from the Väderöar in the Bohuslän in the Sotefjord (p. 279). A the end of the Skelderviken, a bay penetrating far into the land, lies Engelholm (p. 392), on the Rönneå, a small town with considerable fisheries and trade in grain. Lastly Kullaberg, or Kullen, and Helsingborg (see R. 52).

#### 36. From Gothenburg to Venersborg. Trollhätta Falls. Lake Venern.

88 Kil. (55 Engl. M.). RAILWAY ('Bergslagsbana' to Example and 'Vestra Stambana' thence to Venersborg) in 3-31/2 hrs. (fares 6 kr. 70, 3 kr. 40 ö.). Return-tickets ('Tur och Retur') available for two days, are issued at reduced rates, and on Sunday return-tickets for the day are issued at a single fare.

A visit to the Trollhätta Falls may accomplished in one day, but as the view is most favourable by morning light it is customary to spend a night in the Trollhätta Hotel. Those who do not object to a somewhat uncomfortable berth may make use of the Stockholm Steamer on the Göta Canal, which starts on Tues., Thurs., and Sat. evenings, or of the Kartstad Steamer, which starts on Wed. at 6 p.m. and Sat. at 8 p.m. The voyage takes 6-7, hrs. (in the reverse direction 5-6 hrs). The traveller may either land at Akersyass and walk thence to the Falls, or go on the whole way to Trollhätta.

The 'Bergslagsbana' at first ascends the wide valley of the Götaelf, passing several unimportant stations. At Surte we obtain a view, to the left, of the large ruined castle of Bohus, which gives its name to the whole of this district (Bohuslan), formerly a part of Norway. The principal tower is known as 'Fars Hat', or the Father's Hat. Beyond (25 Kil.) Nol (Buffet) the train quits the valley and ascends to the right. The scenery is of the sparsely wooded nature characteristic of W. Sweden. - 56 Kil, Upphärad. The view becomes more open, and cultivated fields are passed. Beyond Velanda. which is prettily situated, the Halleberg and Hunneberg (p. 288) rise to the right.

72 Kil. (45 M.) Trollhättan. — The RAILWAY STATION is about 3/4 Engl. M. from the town, with which it is connected by a road entirely

destitute of shade. Hotel omnibus 50 ö.

Hotel. Hôtel Trollhättan, the property of the Trollhätta Canal
Co., indifferent and somewhat expensive, R. 2-3 kr., B. 75, A. 25 ö. No
meals are served after 10 p.m. When the hotel is full, which in summer is not unfrequently the case, visitors are assigned rooms in private houses, for which 3 kr. are charged. It is advisable to order rooms in advance.

A visit to the \*WATERFALLS (guide superfluous) and the Canal takes 21/2-3 hrs.; the falls alone 3/4 hr. We descend past the falls by the path described below to the locks of Akersvass; then ascend and follow the road skirting the canal to the Mekanisk Verkstad. Thence we may either continue to follow the road, or turn to the left and re-ascend past the falls. — The traveller's patience will be severely tried by the numerous dealers in photographs and other small objects. A fee of 5-10 ö. is paid

for the opening of the sluices at the saw-mills.

Trollhättan, a small town with upwards of 3000 inhab, and a picturesque Gothic church, consists almost entirely of manufactories, which avail themselves of the motive power afforded by the falls (estimated at 225,000 horse-power), and of workmen's houses. The falls are six in number, besides which there are several cataracts and rapids, distributed over a distance of 160 yds., and in all 108 ft. in height. Neither the falls nor their adjuncts can be called picturesque, and the effect of the principal falls is diminished by the islands in the middle of the stream; but the enormous volume of water makes the spectacle extremely imposing,

and in this respect they are unsurpassed in Europe. The interest is greatly enhanced by the skilfully constructed series of locks and sluices on the left side of the river, which serve to maintain uninterrupted communication by water between Gothenburg and Lake Venern (Göta Canal, Stockholm).

Leaving the hotel we cross the bridge over the N. end of the canal, and then follow the broad path to the right, which passes a saw-mill, two small islands, and the old Ekeblads Sluss, and leads to the Spekö. From this point we have a view of the Gullo Falls, 23 ft. in height and divided into two parts by the inaccessible island of Gullo. High up on the right bank stands the villa of Strömsberg. We then follow the main path towards the S., and beyond the next bridge turn to the right and reach a Saw-mill, with a large stock of timber. We pass through the yard of this mill and cross a small swaying bridge to the island of Toppö (25 ö., for a charitable purpose, is deposited in the money-box here). One person only may cross this bridge at a time. The platform and the two galleries passed on the left before we reach the bridge, and the island of Toppö afford the best view of the \*\*Toppö Fall, 42 ft. in height, by far the finest of the series. The island of Toppö separates the Toppö Fall proper from the Tjuf Fall ('thief fall') on the W. The lower gallery projects immediately over the principal fall, and affords an admirable view of its boiling and foaming waters. The Skräddareklint, a rocky barrier formerly here, has been undermined and carried away by the stream.

We now return to the main path and follow it to the S. to the Kungsgrotta, one half of a 'Giant's Cauldron' (see below), which is inscribed with the names of numerous visitors. To the left is the old \*Polhems Sluss, constructed at the beginning of the 18th cent., in the reign of Charles XII., but disused since 1755 (p. 287). The grotto commands a fine view of the river. At the top of the rock is a monument erected by the Artizans' Union.

We now descend slightly to the right to the \*Stampeströms Fall, 8 ft. in height, below which the river expands into the comparatively calm *Hoijumsvarp*. The opposite bank is here steep and rocky; at its foot is an apparatus for catching salmon.

Those who are satisfied with seeing the three main falls ascend the flight of steps to the left of the Polhems Sluss, which receives a small and picturesque waterfall, and return to the hotel by the principal path, passing the Church on their way. Those who are not fatigued are, however, recommended to take the footpath to the right below the church, which leads through pine and fir woods, passing an oil-mill (Oljeslageri) on the left and the villa Djupa Dalen on the right. Immediately beyond the latter, a few paces to the left of the path, is an unusually symmetrical Jättegryta, or 'Giant's Cauldron'. A finger-post ('Vag till Utsigten') beyond this indicates the way to a Villa mid Utsigtstorn (25 °C.), in which photo-

graphs, maps, etc., are offered for sale. The villa commands a view of the Helvetes Falls ('hell falls'), 25 ft. in height, and of the Kopparklint. We next pass the Mekanisk Verkstad on the left and descend by a picturesque path to the river, which here expands and forms the Olidenålan. We now skirt the river by the Dödens Gång to the Hjertatsudde, whence we enjoy a retrospect of all the falls, the church, etc. The pretty path ('Kärlekens Stig') leads on, passing the Elfvi Sluss and the Flottbergsström, to —

Akersvass, with its fine trees, fountains, and chalet. The eleven new \*Locks of Akersvass are among the most interesting structures of the kind on the Göta Canal. They are adjoined by several old and now disused locks. We may ascend on either bank, but the S. bank, adjoining the new locks, is preferable. At the top we reach a Balcony, commanding a charming view, and the hamlet of Akers-

berg, 2 Engl. M. from the Trollhatta Hotel.

The chief obstacle to the construction of the Göta Canal (comp. p. 297) was presented by the formidable waterfalls and cataracts of Trollhatta; and the first attempt to overcome the difficulty was made at the beginning of the 18th cent. by the talented engineers Svedenborg and Polhem, who proceeded to construct three locks (Ekeblads, Polhems, and Elfi Sluss), by means of which they hoped to enable vessels to pass the waterfalls. In 1755, however, after several interruptions, the enterprise had to be abandoned, and these old locks now form a not unpicturesque ruin. In 1800 eight new locks were successfully constructed, and are still in use, serving for the passage of small vessels; but, as these soon proved inadequate for the requirements of the shipping trade, eleven new locks on a larger scale were formed by Ericson in 1836-44. All these locks are situated at Akersvass, besides which there are two at Lilla Edet and one at Akerström, below Trollhätta, and two more above it at Brinkebergs Kulle near Venersborg, where the waterfall of Rånnum. 68 ft. in height, has to be avoided. These immense locks, forming a kind of staircase by means of which vessels are enabled to ascend and descend with case and safety between the North Sea and Lake Venern, 144 ft. above it, form one of the principal objects of interest on the canal and lake-route between Gothenburg and Stockholm. Comp. pp. 297, 298.

Beyond Trollhättan the train crosses the Göta-Elf and reaches — 80 Kil. (50 M.) Öxnered, the junction of the Bergslagsbana, which goes on to Mellerud, Kil, and Falun (see p. 360), with the Uddevalla and Venersborg line. Passengers for Venersborg change carriages here.

FROM ÖXNERED TO UDDEVALLA, 25 Kil. (151/2 Engl. M.), in 13/4 hr. - 6 Kil. Grunnebo; 9 Kil. Ryr; 15 Kil. Engebacken.

25 Kil. Uddevalla (Gästgifvaregård), a busy trading town, with 6000 inhab., prettily situated on the Byfjord. Pleasant walks in the environs. The Skansberg is the best point of view. The Kapellbackar (200 ft.), to the S., are famed for their fossils. In the vicinity is Gustafsberg, a pleasant watering-place. — From Uddevalla we may proceed by steamer to Gothenburg, or to the N. to Strömstad and Fredrikshald (p. 278). Comp. the 'Kommunikationer'.

If we do not catch a train from Öxnered to Venersborg (4 Kil.) we may take a carriage. The railway and the road both cross the

Vasbotten, a small bay of Lake Venern.

84 Kil. (521/2 M.) Venersborg (\*Stadshuset; Hôtel Victoria), a

town with 5300 inhab., at the S. end of Lake Venern, lies at the point where the Götaelf emerges from the lake, and is entirely surrounded with water. On the E. side are the lake and the river, and on the W. side the Vashotten, which the canal called the Karlsgraf connects with the river. On the E. side the Götaelf is crossed by the Rånnumsbro and an iron bridge over the Hufvudnäs Fall; on the W. side the Dalbobro, a stone bridge, crosses the lake to Dal; and towards the S. the Gropbro, constructed in 1642, crosses the Karlsgraf. The town has frequently been burned down, and now consists of unusually spacious streets. Extensive market-place. The Kasen is a favourite pleasure-resort, with a theatre and garden. No fewer than sixty steamboats maintain communication between Venersborg and Gothenburg, Stockholm, the towns on Lake Venern, and the canals diverging from the lake. The most important of these, after the Göta Canal, is the Dalslands Canal (p.276).

Lake Venern, an immense sheet of water (100 Engl. M. long; 50 M. wide between Åmål and Mariestad; about 2290 Engl. sq. M. in area; 143 ft. above the sea-level), where storms not unfrequently impede the navigation, forms an inland sea into which fall most of the riversof Vester-Götland and Vermland, including the *Ktarelf*, one of the largest rivers in Sweden. These rivers, which frequently expand into the long lakes so characteristic of the Scandinavian peninsula, traverse vast tracts of forest, and afford easy and natural routes for the transport of timber to the lake, whence the Götaelf conveys it to the coast.

On the left bank of the Götaelf, to the S.E. of Venersborg, rise the steep and wooded *Halleberg* (485 ft.; with an 'Attestupa', p. 380), and the *Hunneberg* (490 ft.), both with lakes on their plateaux. The latter is ascended from Venersborg viâ (8 Kil.) Nygård.

FROM VENERSBORG TO HERRLJUNGA, 65 Kil. (40 Engl. M.), railway in 3 hrs. (fares 4 kr. 30, 2kr. 45 ö.). — The train crosses a cataract formed by the Götaelf after emerging from the lake, passes between the Halleberg and the Hunneberg, and reaches (10 Kil.) Lilleskog. To the left lies the Dettern, a bay of Lake Venern. 19 Kil. Sahlstad; 24 Kil. Grästorp; 33 Kil. Ulfstorp. From (38 Kil.) Häkuntorp a branch-line diverges to (28 Kil.) Lidköping (1½ hr.; see p. 290). 44 Kil. Vara; 54 Kil. Vedum. — 65 Kil. Herrijunga, see p. 289.

## 37. From Gothenburg to Stockholm,

458 Kil. (284 Engl. M.). Two through-trains daily, a night-train in  $14^{1}/_4$  hrs., and a day-train in  $16^{1}/_2$  hrs. (fares 38 kr. 95, 27 kr. 50 ö.). The very slow local and mixed trains (fares 32 kr. 10, 24 kr. 5, 16 kr. 5 ö.) stop for the night at Hallsberg. — Those who wish to see Lake Vettern take the train from  $Falk\"{o}ping$  to  $J\"{o}nk\'{o}ping$ , and the steamboat thence to Motala and Hallsberg (comp. Rk. 38, 39).

This important railway (the Vestra Stambana) intersects the whole of Sweden from S.W. to N.E., and connects the two most important cities in the kingdom. The scenery is pleasing nearly the whole way, but has no pretension to grandeur.

The train at first ascends the broad valley of the Götaelf, passing the suburb of Stampen on the right, and Gullbergs Vass, and the old redoubt of Leionet on the left. 9 Kil. Partilled: 15 Kil. Jonsered, beautifully situated on the Aspen-Sjö. Near (20 Kil.) Lerum the train crosses the Säfveå by a bridge of five arches, and ascends to (27 Kil,) Floda, at the W. end of the lake of that name. Farther on, the line traverses an embankment 914 yds. long, and is carried through the hill called Krösekullen by a cutting 1007 yds. long. Scenery still very pleasing. 35 Kil. Noresund.

46 Kil. (28½ Engl. M.) Alingsås (Nya Hotellet), with 2200 inhab, and several large manufactories, prettily situated near the influx of the Säfveå into Lake Mjörn, was founded in 1611 by inhabitants of the neighbouring town of Lödöse, which had been destroyed by the Danes. — The train crosses the Säfveå several times, quits that river near (60 Kil.) Lagmansholm, and traverses several extensive moors (Svältor, see below). 67 Kil. Vårgårda.

80 Kil. (50 M.) Herrljunga, a prettily situated place, is the junction of branch-lines to the N.W. to Venersborg, Öxnered, and Uddevalla (see p. 287) and to the S. to Boras. Railway-travellers from Stockholm may diverge here to Venersborg in order to visit the Falls of Trollhätta.

FROM HERRLJUNGA TO BORAS, 42 Kil. (26 Engl. M.), railway in 2 hrs. From Herrijunga to Boras, 42 kil. (26 Engl. M.), railway in 2 hrs. (fares 2 kr. 95, 1 kr. 60 ö.). At stat. Ljung begin the dreary moors known as Svältor (famine lands). Stations Borstenag. Fristad. — Boras (Hotel Vestergötland; Eklund's; Borās Hotel), with 4000 inhab. and numerous cotton-mills, is a pleasant little town. Pretty walks in the environs. — From Borās to Varberg, see p. 284.

From Herrijunga to Lidköping and Venersborg, see p. 288.

87 Kil. (54 M.) Foglavik; 101 Kil. Sörby. At Marka Kyrka the

line reaches its highest point (740 ft. above the sea-level), and

then passes through a deep cutting. Tunnel.

114 Kil. (71 M.) Falköping (Jernvägs-Hotel, Rantens-Hotel, both at the station) is the junction for Jönköping and Nässjö (R. 38). Halt of 10-15 minutes. The town, with 2000 inhab., lies 3/4 Engl. M. from the station. Margaret of Denmark defeated King Albert of Sweden here in 1389, and in consequence of this victory the three Scandinavian kingdoms were united by the Kalmar Union (p. 386). On the neighbouring Mösseberg ('cap hill'; 820 ft.) is a hydropathic establishment. This hill and the adjacent Alleberg resemble the Kinnekulle (see below) in formation. The upper part consists of trap-rock.

129 Kil. (80 M.) Stenstorp is the junction of a branch-line to the W. to Lidköping on Lake Venern, and of another to the E.

to Hjo on Lake-Vettern.

From Stenstorp to H<sub>JO</sub>, 38 Kil. (231/2 Engl. M.), railway in 21/2 hrs. (fares 2kr. 35, 1kr. 60 ö.: no first class). Stations: Dala, Svensbro (branch-line to Ekedalen and Tidaholm), Vreten, Fridened, Korsberga, Mofalla. — Hjo (Jernvägs-Hotel; Gästgifvaregård; Stadskällare), a town with 1400 inhab., is charmingly situated on Lake Vettern, in a district known as Guldkroken ('golden corner'). Several large estates in the vicinity. Steamboat

kroken ('golden corner'). Several large estates in the Vicinity. Steamhoat once weekly to Stockholm viâ Vadstena, Motala, and the canal-route, and once weekly to these stations and Jönköping. On the opposite bank lies Hästholmen, a steamboat-station, with the Omberg (p. 295; boat 5 kr.). From Stenstore to Lidköping, 50 Kil. (31 Engl. M.), railway in 23/4 hrs. (3 kr. 50, 2 kr. 25 ö.; no first class). The train crosses the Brunhemsberg, between the Hornborgasjö and the Billingen, and traverses the Axevalla Heath, the largest military exercising-ground in Sweden. 10 Kil. Broddetorp. About 6 Kil. to the E. of (20 Kil.) Axvall, near the 'skjuts-station' Klostret, at the base of Billingen, stands the interesting Varnhemskyrka, a Gothic monastery-church containing tombs of early Swedish kings.

28 Kil. (17 M.) Skara (Gästgifvaregård; Stadskällare), once a famous episcopal town, mentioned by Adam of Bremen, now with 2900 inhab., was anciently a great stronghold of Swedish paganism. The Cathedral was consecrated by Bishop Ödgrim im 1151. The exterior, which has been sadly disfigured, is poorly restored, but the interior is still very fine. It contains a monument to Erik Soop, who saved the life of Gustavus Adolphus at the battle of Stuhm (in W. Prussia) in 1629. Near Skara are Gudhem and Husaby on the Kinnekulle, where sacrifices used to be offered. To the N. of the town is the mineral spring of Lund.

50 Kil. (31 M.) Lidköping (\*Hôtel Lidköping; Svea, carriages to the Kinnekulle), a town on the Lidanelf and Lake Venern, with 4200 inhab., rebuilt after several fires, is the starting-point for a visit to the Kinnekulle. We may reach this range of hills either by driving to (16 Kil.) Vesterplana, whence a road crosses the hill to (16 Kil.) Forshem, Österäng, Arnäs, Sjöberg, (18 Kil.) Björsäter, and Mariestad (p. 291); or we may take the steamboat (or a sailing-boat) to Hellekis, from which Lukastorp (plain

inn), situated near the highest point, is 1/2 hr. distant.

The Kinnekulle is one of the most interesting hills in Sweden, both geologically and in point of scenery. It occupies an isolated position between Lake Venern on the W. and the plains of W. Götland on the E., and is about 12 Engl. M. long and 5 M. broad. It boasts of forests, valleys, bold cliffs (klefvor, a word used by the Norwegians also), rich pastures, and numerous farms and hamlets, forming quite a little world of its own, and the vegetation is unusually luxuriant, apple and cherrytrees growing wild here. The hills rise gently in the form of different terraces, each of which generally marks a different geological formation. The rocks consist of granite, sandstone, alum-slate, limestone, clay-slate, and lastly trap at the top, which has forced its way in a liquid condi-tion through all the strata below it. This range of hills contains numerous grottoes, the finest being the Mörkeklef, near Råbeck, in which there is a clear spring. The parishes of Vester, öster, and Medel-Plana, and parts of those of Klefva and Husaby lie in this region. On the W. side are the loftily situated Rabeck, Blomberg, Hjelmsäter, and Hellekis, with its extensive quarries; on the N. side are Hönsäter and other villages; and on the S. side Husabykyrka (10 Kil. from Lidköping), the most ancient cathedral-church in Sweden. A fine view of the bold and picturesque hills is obtained here. Högkullen (771 ft. above Lake Venern, 916 ft. above the sea-level), the highest point, commands an uninterrupted view of the lake and Vester-Götland. Conspicuous features in the landscape are the Kållandsö (with the château of Leckö), Lidköping, Mariestad, and the hills to the S. (Billingen, Mosseberg, and Ålleberg).

STEAMBOAT from Lidköping to Venersborg and to Christinehamn and Karlstad (p. 307) twice weekly. — RAILWAY to Lofvene, Hjerpås, and Hakantorp (28 Kil., in 11/2 hr.), and on to Venersborg and Herrljunga (Gothenburg), see pp. 289, 288.

Beyond Stenstorp the structure of the line is an object of interest, and fine views are enjoyed towards the E. - 139 Kil. Skultorp,

145 Kil. (90 M.) Sköfde (Jernvägs-Hotel; Gästgifvaregård), an

old town with 2600 inhab., prettily situated at the foot of Billingen, has a water-cure establishment which attracts visitors.

From Sköfde to Karlsborg, 44 Kil. (27 Engl. M.), in 13/4 hr. (fares 3 kr. 10, 2 kr. 35, 1 kr. 55 ö.), viâ Igelstorp, Tibro, Fagersanna, and Mölltorp. - Karlsborg ("Johansson's Inn), the only fortress in the interior of Sweden, was founded in 1820 as a rallying-point and refuge in case of hostile invasion, but is still uncompleted. It is beautifully situated on the Vanäs, a promontory projecting into Lake Vettern, at the extremity of which stands a royal pavilion. A new harbour has been constructed between the *Lindö* and the *Pukö*. On the *Bottensjö*, an arm of Lake Vettern to the W., rises the *Vabery*, commanding a fine view of the lake.

Karlsborg lies at the E. end of the W. half of the Göta Canal (see p. 298). Steamers bound for Gothenburg leave Lake Vettern here, touching at Rödesund, traverse the Bottensjö, and ascend by a lock to the lake of Viken, the highest sheet of water on the Göta route, lying about 300 ft. above the sea-level. At the end of the lake the steamer regains the Göta Canal through another lock. In 5 hrs. after leaving Rödesund the steamer reaches the railway and steamboat station of Töreboda (see below). From Töreboda the steamer takes 7 hrs. to reach Lake Venern and 10 hrs. more to reach Venersborg (p. 287).

160 Kil. (99 M.) Väring; 167 Kil Tidan. To the left a view of Lake Osten and the fertile plain of Vadsbo. 171 Kil. Moholm.

BRANCH LINE (in 1 br. 8 min.: 1 kr. 50 o., 1 kr.) to Seckestad, Jula, and Mariestad (Stads-Hotel), prettily situated at the influx of the Tidan into Lake Venern. Steamboat weekly to Lidköping, to Amal, and to Christinehamn and Karlstad. — Excursion to the Kinnekulle, see p. 290.

184 Kil. (114 M.) Töreboda (Jernvägs-Hotel; Gästgifvaregård), where the train crosses the Göta Canal (see above), is a rapidly increasing place. The train next traverses Tiveden, a dreary forestclad region, famed in the military annals of Sweden.

198 Kil. (123 M.) Elgarås; 215 Kil. Finnerödja. To the left we obtain an extensive view of the Skagern-Sjö. The train then passes the lake and village of Bodarne on the right.

229 Kil. (142 M.) Laxa. The railway to Charlottenberg and Christiania diverges here to the left (see R. 41). — About 4 Engl. M. to the N. is Porla, a small watering-place.

244 Kil. Vretstorp; to the N. rises the Kilsberg.

259 Kil. (160 M.) Hallsberg (\*Rail. Restaurant; Jernvägs-Hotel; Gästgifvaregård) is an important station, being the junction for Örebro to the N. (p. 388) and Motala (p. 297) to the S.; stoppage of 10-20 minutes.

Beyond Hallsberg the train commands a fine view of the plain of Nerike. — 272 Kil. Pålsboda, whence a narrow-gauge line runs vià Svennevad to (31/4 hrs.) Finspong, from which a steamer runs on Lake Glan to Eksund, near Norrköping (p. 304). 284 Kil. Kilsmo lies picturesquely on Lake Sottern, in the Örebro-Län. 294 Kil. Högsjö. 303 Kil. Vingåker, a pretty place, is the central point of the district of that name, the inhabitants of which are a handsome race, remarkable for their picturesque costumes (now rapidly disappearing) and their love of travel. (See 'Svenska Folket, Taflor af J. W. Walander'.) Farther on, the train passes Säfstaholm (the château of which contains good paintings by Swedish masters,

a sculpture of Adonis and Cupid by Byström, a Mercury by Fogelberg, etc.), Viren, the Kolsnar (nar, 'lake'), and the Näsnar, with the château of Sjöholm. 316 Kil. Baggetorp.

324 Kil. (201 M.) Katrineholm (\*Rail. Restaurant) is the junction for Norrköping, Mjölby, Nässjö, and Malmö (RR. 40, 52). In the vicinity are the estates of Stora Djulö and Claestorp, with marble-polishing works, of the products of which there is an exhibition at Katrineholm.

The train now traverses the picturesque district of Södermanland, with its extensive forests and numerous lakes (which last have given rise to the saying that 'in Södermanland the Creator omitted to separate the land from the water'), and passes a number of large châteaux belonging to the Swedish aristocracy. 334 Kil. Valla; 346 Kil. Flen, with the château of Stenhammar on the Valdemaren (or Vammeln) Lake. From Flen to Eskilstuna, see p. 349.

361 Kil. (224 M.) Sparreholm, with the estate of that name, a favourite Sunday resort of the Stockholmers. 373 Kil. Stjernhof, 382 Kil. Björnlunda, 391 Kil. Gnesta, beyond which we pass the picturesque Frösjö or Lake Frustuna and Lake Sillen. — From Gnesta an interesting excursion may be taken to the S.E. to the château of Tullgarn, near Aby, at present the summer residence of the crown-prince of Sweden, and to Trösa (Stadtkällare), a small town on the Baltic, from which a steamboat plies to Södertelge and Stockholm.

398 Kil. (247 M.) Mölnbo; 409 Kil. Jerna.

421 Kil. (261 M.) Södertelge Öfre, from which a short branchline runs to (3/4 Engl. M.) the town of Södertelge (Stadskällare), the first station on the canal-route from Stockholm to Gothenburg (p. 301).

The train crosses the Södertelge Canal by a handsome drawbridge or swing-bridge (svängbro). The scenery here is pleasing, but soon loses its interest. 434 Kil. Tumba, with the large papermanufactory of the Bank of Sweden. 443 Kil. Huddinge; 449 Kil. Elfsjö, beyond which is the Nyboda Tunnel (300 yds.); 453 Kil. Liljeholmen. The train crosses the Arstavik, a bay of the Mälar, by means of an embankment (300 yds.), to the left of which is a bridge for the road, and beyond it the Reimersholm and Löfholm, while to the right is the sugar-manufactory of Tanto. pass the Södra Station, where few of the trains stop, beyond which a tunnel, 470 yds. long, leads under the Södermalm to the bank of the Mälar. The train then crosses a bay of the Riddarfjärde, passes the Mälartorg in Staden, skirts the E. side of the Riddarholm, crosses another arm of the Riddarfjärde by an iron bridge 268 yds. long, and finally stops at the Central Station at the S.W. angle of the Norrmalm quarter.

458 Kil. (284 M.) Stockholm, see p. 311.

## 38. From Falköping viå Jönköping to Nässjö.

113 Kil. (70 Engl. M.). RAILWAY (Sodra-Stambana) in 3½-7 hrs. (fares 7 kr. 85, 5 kr. 90, 3 kr. 95 ö.; express, 9 kr. 55, 6 kr. 75 ö.). — Views to the left. Accommodation for the night is better obtained at Jönköping

than at Nässjö.

Falköping Station, see p. 289. The train stops again at Falköping Stad, 1 Kil. from the starting-point. The next station is (10 Kil.) Vartofta, the junction for Ulricehamn, a town with 1100 inhab. at the N. end of Lake Åsunden (reached by a narrow-gauge line in 2 hrs.; fares 2 kr. 80, 1 kr. 75 ö.). The train crosses the long Lake Stråken by means of an embankment 420 yds. in length. Several unimportant stations. At (50 Kil.) Habo the train reaches Lake Vettern and in clear weather commands a view of the Visingsö and Grenna in the distance. Beyond (56 Kil.) Bankeryd we reach—

69 Kil. (43 Engl. M.) Jönköping (\*Stora Hotellet, to the E. of the station, with a garden, one of the best hotels in Sweden; Lundberg's, in the town), the capital of Gotland, a town with 15,680 inhab., charmingly situated between Lake Vettern and the Munksjö, which are connected by a canal. Beautiful promenades extend southwards from the station to the Munksjö. To the E., beyond the canal, stands the Grand Hotel. In the centre of the S. part of the promenades, in front of the new Elementarläroverkshus (elementary school), rises the handsome \*Bolinderska Fountain. The Kyrkogatan, at the back of the Elementarläroverkshus leads S. to the beautiful gardens of Stora Limugnen, a restaurant picturesquely situated on the Munksjö. Beyond Stora Limugnen is the Munksjö Papperbruk, which exports a kind of roofing-pasteboard and different kinds of paper to S. America. The town possesses several other manufactories.

To the W. of the railway-station lies the famous Match Manufactory (not shown to the public), the produce of which ('tändstickor utan svafvel och fosfor') is met with in every part of Europe. The Vestra Storgatan passes the S. side of the match factory and leads to the Dunkehallar, a hill commanding a beautiful view and studded with numerous villas. A pleasant walk may be taken to the E., along Lake Vettern, to Östra Kapellet.

EXCURSIONS. The Taberg (1096 ft.), with famous iron-mines, 10 Kil. to the S. of the town, commands a noble survey of the forests of Småland. — Another interesting point is "Husqvarna, S Kil. to the E., with its manufactories and the waterfalls of the Husqvarnaå, the finest of which is near the inn and is reached by passing through the garden of the 'disponent' (factory-manager). Magnificent view of Lake Vettern, especially by evening light.

As it leaves Jönköping the train commands fine retrospective views of the town and the lake. It gradually ascends, and affords a view of the Husquarna Waterfalls (see above) to the left. 86 Kil. Tenhult; 97 Kil. Forserum. Then—

113 Kil. (70 M.) Nässjö, see p. 301.

## 39. From Jönköping to Stockholm by Lake Vettern and the Göta Canal.

Steamboat from Jönköping to Stockholm, vià Vadstena, Motala, Norsholm, Söderköping, and Södertelge, thrice weekly, starting on Tues., Thurs., and Sat. (from Stockholm on Mon., Wed., and Frid.). The passage takes 36 hrs. (fares 16 or 11 kr.); to Norsholm 15 hrs. (9 or 7 kr.). As the Stockholm steamer passes Lake Vettern at night, it is advisable to take a Lake Vettern steamboat (starting on Wed. and Sat.) to Vadstena and Motala, and then go on by the Jönköping-Stockholm or the Gothenburg-Stockholm steamer (2-3 times a week). — The scenery of the Göta Canal is interesting between Motala and Berg only, and it is by no means desirable to go by the canal all the way to Stockholm (comp. p. 298). The best plan is to leave the canal at Berg (to visit Linköping) or at Norsholm, and take the train to Norrköping (R. 40), whence we may either proceed vià Katrineholm (p. 292) or by the direct 'night boat' (p. 301) to Stockholm. The traveller should bear in mind that the canal boats are frequently late, and often fail to make communication with the trains.

#### a. Lake Vettern.

\*Lake Vettern (290 ft.), the most beautiful of the great lakes of S. Sweden, is about 80 Engl. M. in length and averages 12 M. in breadth. The peasantry on its shore believe that it is connected by a subterranean channel with the Lake of Geneva and even with the Black Sea. Like Lake Venern, it forms a large inland sea, into which numerous rivers empty themselves, while the Motalaström forms its only outlet. Although less extensive than the sister-lake, it is even more liable to sudden storms which endanger the navigation, and on both lakes the miseries of seasickness are often experienced. The banks of the lake are on the whole far more picturesque than those of Lake Venern, and the water is exquisitely clear. Among the hills on its banks the Vaberg on the W. bank and the Omberg opposite to it are conspicuous, each rising about 580 ft. above the lake. The finest points on the lake are the Karlsborg and Hio (p. 291, 289), on the W. bank; the Visingsö, a picturesque island towards the S. end; Jönköping, at the S. end; and Grenna, Hästholmen, with the Omberg, and Vadstena on the E. bank. At the N. end the banks are flat and uninteresting. The lake is connected by the Göta Canal with Lake Venern and the Kattegat.

About 2 hrs. after leaving Jönköping the steamer reaches the beautifully situated town of —

Grenna (Gästgifvaregård), with 1400 inhab., founded by Count Per Brahe in 1652. The ruined castle of Brahehus, to the N. of the town, commands an admirable view. — From Grenna a visit may be paid by steamer or small boat to the \*Visingsö (Inn), an island about 10 Engl. M. long and 2 Engl. M. broad, once the property of the powerful Counts of Brahe, and now a royal domain (kungsladugård). The picturesque ruin of Visingsborg, the ancient castle of the counts, is on the E. bank, surrounded with fine timber. In the 17th cent. Count Per Brahe founded a grammar-

school and a library here, which were closed in 1811. The Church, completed in 1636, is an interesting edifice, containing monuments of Count Per and his wife. The island is fertile and well cultivated, and contains an extensive Oak Plantation, the timber of which is used in the government dockyards, and numerous fine walnut-trees. At the bottom of the lake at the S. extremity of the island are a few scanty relics of the ancient castle of Näsbo. Several kings of Sweden once resided in the island, including Magnus Laduläs, who died here in 1290. The road to the S. end of the island passes the interesting Gilbert's Grotto.

Beyond Grenna the steamer sometimes touches at  $(1^1/2 \text{ hr.})$  Hjo (p. 289) on the W. bank, but usually steers to the N. to (2 hrs.) —

Hästholmen (Güstgifvaregård), another charmingly situated spot on the E. bank of Lake Vettern, with a new harbour. At the back of the village lies the fertile 'Plain of Vadstena'. The chief attraction here is the excursion to the Omberg and Alvastra, one of the most interesting in the southern half of Sweden. Boat with a rower who acts as guide 2-3 kr.; a carriage may be ordered to convey the traveller back from Alvastra to Hästholmen. The whole excursion occupies 3-4 hours. Or the traveller may find it convenient to drive in the evening from Alvastra to Vadstena, 21 Engl. M. distant, vià Nyby on the Täkernsjö, or to Mjölby, a station on the main line, 25 Engl. M. from Hästholmen; see p. 302.

The \*Omberg, the most interesting hill in S. Sweden next to the Kinnekulle (p. 290), begins a little to the N. of Hastholmen, extends for upwards of 9 Engl. M. along the bank of the lake, and is about 2 Engl. M. in breadth. Hjessan ('the crown'), the highest point, rises at the S. end, near Hästholmen. On the side next the lake the Måkeberge ('gull-hills', 291 ft.), Elfverums Udde ('promontory'), and the Rödgafvel ('red gable', 141 ft.) rise abruptly from the water, while the gently sloping E. side of the hill is furrowed with valleys and richly clothed with forest. The hill consists chiefly of gneiss and mica-slate, but transition limestone, clay slate, and sandstone also occur. This is the northernmost place in inland Sweden where the red beech (fagus sylvatica) thrives, but in Bohus Län it occurs as far north as 58° 30' N. latitude. The S. end of the hill, with its red-roofed cottages, is the most picturesque part.

A boat conveys the traveller into the \*Rödgafvels Grotto, a cavern 66 ft. long and 29 ft. high, being the largest of a number of grottoes in the deeply furrowed cliffs here, which recall the coast of Capri. Landing near the grotto, the boatman guides travellers to the summit of \*Hjessun (557 ft. above the lake, 845 ft. above the sea-level), the highest point of the Omberg, commanding a beautiful and extensive view, which in clear weather embraces six towns and fifty churches. The large lake to the N.E. is Tåkern. The

flat stone on the top, once a tombstone, is now used as a table. We then descend through beautiful forest (crown property) to \*Alvastra, named after Alfhild (Alfhildsstad, Alvastra), the wife of King Sverker I. (d. 1156), the supposed foundress of a Bernardine Monastery here, the ruins of which are perhaps the most picturesque in Sweden. Kings Sverker I., Charles VII., Sverker II., and John I., and many other illustrious personages, are buried within its precincts. The church, dedicated to the Virgin, is in the form of a Latin cross. The nave and aisles and the choir are still traceable. The W. wall, like that of the choir, once contained a large window with rosettes and divided by a mullion. The whole building, which was constructed of limestone, was roofed with barrel-vaulting.

After leaving Hästholmen the steamer skirts the perpendicular rocks of the Omberg. At Rödgafvels Port the lake attains its greatest depth (410 ft.). Among the fantastically shaped rocks passed are Munken or Gråkarlen ('the monk', 'grey man'), Predikstolen ('the pulpit'), and Jungfrun ('the virgin'). Farther on, and visible from the deck of the steamboat, are the Vestra Väggar and Mullskräerna, the An-Udde, and Borghamn, with its extensive quarries. The steamer now rounds a promontory and reaches (3 hrs. from Höstholmen)—

Vadstena (Hotel Bellevue, near the harbour), the terminus of the branch-railway mentioned at p. 302. Vadstena, a town of ancient origin, with 2500 inhab., became a place of some importance after the foundation of the monastery of St. Birgitta in 1383, around which it is built. The monastery was suppressed in 1595, and is now a lunatic asylum. The \*Monastery Church, erected in 1395-1424, called the Blåkyrka from the colour of its stone and by way of contrast to the brick Rödkyrka, is worthy of a visit. It contains a monument to Duke Magnus and others of interest. The floor is paved with tombstones, bearing the Runic characters which formed the cognisance (bomärke, vapenmärke, sköldmärke) of the deceased. Queens Philippa and Katarina are also interred here. The sacristy contains the remains of St. Birgitta and her daughter St. Katarina, which are preserved in a reliquary covered with red velvet. A peculiarity of the church is that the choir is at the W. end. (The Klockare lives near.) - A fine example of a Swedish castle of the 16th cent, is the \*Vettersborg, close to the lake and the harbour (the old moat), which was erected by Gustavus Vasa. The interior, which has been used successively as a school, a manufactory, and a store-house, is uninteresting. A window is shown as that from which the insane Duke Magnus of Östergötland, one of the sons of Gustavus Vasa, threw himself into the lake, attracted, as he declared, by the songs of sirens. Finely vaulted chapel. Extensive view from the tower. - After another hour the steamer touches at -

Motala (Motala Hotel, Stortorget; Prins Karl, to the S. of the Storbro, with pleasant garden on the river; baths by the harbour). a town with 2000 inhab., prettily situated in park-like scenery on the Varvik, at the efflux of the Motala from Lake Vettern. It lies about midway between Gothenburg and Stockholm, at the W. end of the eastern half of the Göta Canal (Östgöta Linie). The road to Skenige commands a fine view. A shady \*Promenade leads on the bank of the canal to Motala Verkstad (see below). At Motala there is a 'bestämmande sluss' or reservoir lock, used for the purpose of regulating the quantity of water in the canal. ---

Travellers arriving at Motala from Jönköping or Nässjö, and intending to proceed to Stockholm by the Göta Canal, are recommended to proceed by steam-launch to Motala Verkstad and pass the night there in Fru Flodin's Hotel. In this way they will have time to inspect the works, and visit Platen's grave and the locks of Borenshult (comp. p. 298). The scenery resembles a park.

Railway to Hallsberg and Mjölby, see p. 302.

About 10 Kil. to the N. of Motala is the favourite watering-place Medevi, with chalybeate springs (Röda Källan, Högbrunnen, Amiralskällan, and Gustaf Adolfs Källan). Fine view from Lusthusbacken.

The most northerly town on Lake Vettern is Askersund, with 1600 inhab. — Karlsborg and Hjo, on the W. bank, see pp. 291, 289.

#### b. Göta Canal. Östgöta Linie.

The project of uniting the E. and W. coasts of Sweden by a water-highway, the greater part of which already existed in the navigable lakes Mälaren, Hjelmaren, Vettern, and Venern, was first ventilated by Bishop Brask of Linköping in 1516, and was afterwards taken up by Gustavus Vasa and Charles IX, the latter of whom constructed the Karlsgraben at Venersborg. It was not, however, till the 18th cent. that the work was seriously taken in hand and an attempt made by the engineers Svedenborg and Polhem (1716), and afterwards Viman (1753), to overcome the main obstacles to the success of the scheme by the construction of a system of locks and sluices at Karlsgraben and Trollhättan (comp. p. 287). In 1755 the principal part of the latter, the so-called Flottbergsdamm, was destroyed by floating timber, and the enterprise was abandoned till 1793, when a company was formed for the completion of the work. The old locks of Trollhättan were opened in 1800 (p. 287), and Lake Venern thus brought into communication with the N. Sea for the first time.

After the completion of the Trollhätta Canal in 1800, the task of connecting Lake Venern with the Baltic by a series of other canals still remained for the Swedish engineers to execute. Surveys had already been made for this purpose by Daniel Thunberg at the close of last century, but the plans were finally adjusted by Baron Baltzar von Platen, with the aid of Thomas Telford, an English engineer, in 1808. These other canals, connecting Lake

Venern with Lake Vettern, and the latter with the Baltic, were constructed in 1810-32 at a cost of about 5 million crowns. All the different parts of the Canal between Stockholm and Gothenburg are collectively known as the Göta Canal, though each part has a local name of its own. The section between Lakes Venern and Vettern is the Göta Canal par excellence or Vestgöta Linie. while the section connecting the Vettern with the Baltic Sea is called the Östgöta Linie.

Although other important systems of canals, such as the Strömsholms Canal (p. 360) and the Dalslands Canal (p. 276), have been constructed in Sweden since the completion of the Göta Canal, yet the last still retains the chief place of interest on account of the picturesque scenery through which it leads. The prettiest part is the Östgöta Linie, while the Vestgöta Linie and Lake Venern are somewhat monotonous and uninteresting. Most travellers will find it enough to travel by canal from Motala to Berg or Norsholm, the finest scenery of the route being comprised between these points. Travellers are recommended in no case to make the whole journey from Gothenburg to Stockholm by steamer (21/2 days), as they would find it extremely monotonous and tiresome. The steamers also leave much to be desired in point of comfort.

STATISTICS. The total distance from the N. Sea to the Baltic by STATISTICS. The total distance from the N. Sea to the Baltic by the canal-route is about 260 Engl. M. (to Venersborg 60, thence to Sjötorp 80, and from Sjötorp to Mem 120 Engl. M.). The artificial part of this water-way, including 74 locks in all, is about 56 Engl. M. in length. The highest points of the canal are at Tâtorp and Motala, where it enters Lake Vettern, 300 ft. above the sea-level. The canal is 46 ft. wide at the bottom and 86 ft. on the surface, and is 10 ft. in depth. Four of the locks, called 'bestämmande slussar', are used for regulating the level of the water. The canal is crossed by upwards of 30 bridges, and there are numerous sluices for the purpose of letting off the water when repairs are necessary. About 7000 barges and small steamers ply between the N. Sea and Lake Venern, and about 3000 between Lake Venern and the Baltic annually. Baltic annually.

About 2 Engl. M. to the E. of Motala lies Motala Verkstad, an extensive and interesting establishment (1700 hands), comprising iron-works and an engine-factory, founded in 1822, and the property of a company. Visitors are admitted. Professional men may apply to the director, for special information. The works are driven by a single water-wheel, which is turned by the water of the canal 38 ft. above it. In the Dufvedal, on the N. side of the works, is the simple tomb of Baron v. Platen (d. 1829), the chief engineer of the canal, whose son, the minister v. Platen (d. 1875), is also buried here.

Immediately beyond the Verkstad are the five \*Locks of Borenshult, by means of which vessels descend to the picturesque Lake Boren, 49 ft. lower. With the exception of the locks and waterfalls of Trollhättan, the most interesting part of the whole canal is that between Motala Verkstad and Berg on the Roxen. Travellers by steamboat from Lake Vettern should land at Motala and walk thence to Borenshult, for which they will have plenty of time while the steamer is passing the locks (1 hr.). There is, however, scarcely time for a visit to the Verkstad.

\*Lake Boren (237 ft.), 9 Engl M. long, and nearly 4 Engl. M. wide, the water of which is beautifully clear, is next traversed by the steamer. On the S. bank, near the church of Ekbyborna, is the estate of Ulfåsa, once the property of St. Birgitta (d. 1373) and her husband Ulf Gudmarsson. On the N. bank is the church of Krigsberg. In 2 hrs. after leaving Motala the steamer reaches—

Husbyfjöl, a pretty place, with an inn and another 'bestämmande sluss', or regulating lock (p. 297). It then quits the lake and enters another reach of the canal, running on the S. side of the Motalaström. The scenery continues to be picturesque and parklike in character. On the left is Kungs-Norrby, a royal domain, once the property of the Vasa family, and beyond it the Kungs-Norrby-Sjö, with which the canal runs nearly parallel. On the right is the beautiful village of Brunneby, with a church now used as a storehouse. Between the canal and the lake we next observe Ljung, an estate and country-seat, with a manufactory of beetrootsugar. Farther on are the iron-works of Jakobslund and the pleasant estate of Brunneby, with a lock, and a little beyond it are fifteen other locks at short intervals, by means of which the steamer descends about 120 ft. to Lake Roxen. In 31/2 hrs. more we reach

Berg, at the W. end of Lake Roxen, a sheet of water 17 Engl. M. long and 6 M. broad (106 ft.), of which it commands a fine view. As the steamer takes 2-3 hrs, to pass through the locks, passengers have ample time to visit the interesting Vreta Ktosterkyrka. It once belonged to a monastery situated here, which was founded in the 12th cent., and where Ebba Lejonhufvud, Gustavus Vasa's mother-in-law, who refused to abjure the Roman Catholic faith, died in 1549. The church, which has been almost entirely rebuilt since its original erection, contains monuments to King Inge (d. about 1123) and his queen Helena, restored by John III. (d. 1592), King Valdemar Byrgesson (d. 1302), and to several members of the Douglas family who entered the Swedish service. In the vicinity is Kungsbro, at the influx of the Motala into Lake Roxen, once the property of Gustavus Vasa. The most interesting part of the canalroute terminates here. Passengers may either proceed hence by the road to Linköping (p. 302), about 12 Kil. to the S.E., or go on by the steamer to Norsholm, and complete their journey to Stockholm by railway (p. 303).

On the hilly and wooded N. side of Lake Roxen is the ruined castle of Stjernarp, formerly the property of the Douglas family. The S. bank of the lake is flatter, but well cultivated and not unpicturesque. To the S.E., about  $3^{1}/_{2}$  Engl. M. from the lake, and connected with it by a canal, is Linköping (p. 302). — In 2 hrs. after leaving Berg we reach —

Norsholm, at the E. end of Lake Roxen, at the entrance to another part of the canal, which is crossed here by the Stockholm and Nässjö railway (R. 40). Passengers may disembark here and proceed by the night train to Stockholm. The Motala and the Göta Canal issue from Lake Roxen here, the former falling into Lake Glan, about 7 Engl. M. to the N. The steamer descends three locks, and at Hulta enters the narrow lake of Asplangen. 3 Engl. M. in length. At Snövelstorp it quits the lake, passes the church of Vestra Husby on the right, and next reaches the 'regulating lock' of Klämman. Farther on, the canal is carried at a considerable height above the surrounding country. Beyond Venneberga Bro we descend the four locks of Karlsborg and two more at Mariehof, and soon arrive at -

Söderköping (Hotel Götakanal), a town with 1800 inhab., and an important place in the 13th-16th centuries, when it boasted of a castle, two monasteries, and five churches. It lies on the Göta Canal and the once navigable Storå. The St. Lars and the Drothems Kyrka are now the only old buildings worthy of mention. The neighbouring Hydropathic Establishment attracts numerous Swedish visitors. The water is obtained from St. Ragnhild's Källa, where the vessels for drawing the water are of a kind peculiar to Sweden. Above the canal, on the N. side, rises the Ramundershäll.

The steamer descends through a lock at Söderköping and another at the foot of the hill just mentioned, and passes Liljesta on the right. About 3 Engl. M. from Söderköping it reaches the last lock, the 74th through which it has passed, where a marble slab bears the inscription: 'Om Herren icke bygger huset, så arbeta de fåfängt, som derpå bygga' (except the Lord build the house, they labour but in vain that build it). At this point, the E. end of the Göta Canal, lies —

Mem, on Slätbaken, a long and narrow bay of the Baltic, where the scenery again becomes more interesting. About 11 Engl. M. to the E. of Mem we pass the picturesque ruined castle of Stegeborg, once occupied by King Birger Magnusson (d. 1321). It was rebuilt on a larger scale by Gustavus Vasa (d. 1560), and here his son John III. (d. 1592) was born. The vessel then enters the Trannöfjärd at the mouth of the Slätbaken creek, and steers past Gottenvik, a pretty bay with wooded banks. Farther on, the steamer's course is partly on the open Baltic and partly through the monotonous skärgård flanking the coast, where the intricate navigation requires the utmost attention of the pilot. About 4 hrs. after quitting Söderköping the steamer reaches -

Oxelösund, the terminus of the branch-railway to Nyköping and Flen (R. 44). The next point of interest, about 11 Engl. M. to the S. of Södertelge, in a bay of the Baltic, is the handsome château of Hörningsholm, on the Mörkö, which occupies the site of an old castle to which many historical reminiscences attach.

It belonged to the famous family of Sture in the 15th and subsequent centuries, and afterwards to the families of Banér and Ribbing. Christina Gyllenstjerna died here, and the daughter of one of the counts Sture was abducted hence by Eric Stenbock. In 1719 the old castle was burned down by the Russians, and the estates afterwards came into the possession of the Counts Bonde, by whom the present château was erected. — At the N. end of the bay in which the Mörkö is situated the steamboat enters the short Södertelge Canal, connecting the Baltic with the small Lake Maren and Lake Mälaren, to the level of which the steamboat excends by means of a lock. The next station, 5 hrs. beyond Oxelösund, is —

Södertelge (Stadskällare), a town with about 3000 inhab., and a place of considerable antiquity, entirely destroyed by the Russians in 1719. The church of St. Ragnhild is said to have been built by the queen of that name, the wife of King Inge the Younger, about the year 1100. The hydropathic establishment here attracts numerous visitors from Stockholm. 'Kringlor' (ringshaped cakes) and 'pepparkakor' (gingerbread) form a specialty of the place. — Several trains and steamboats to Stockholm daily. — The steamboat trip hence to Stockholm traverses the beautiful scenery of Lake Mälaren, which is seen to great advantage by early morning or late evening light. The boat plies at night. In 2½ hrs. after quitting Södertelge the steamer reaches —

Stockholm, see p. 311.

## 40. From Nässjö to Stockholm.

350 Kil. (217 Engl. M.). ÖSTRA STAMBANA to Katrineholm, and VESTRA STAMBANA thence to Stockholm. Express in 9½ hrs. (fare 29 kr. 75 o., 21 kr.). Ordinary train, passing the night on the way, 24 kr. 50, 18 kr. 40, 12 kr. 25 ö.

Before the completion of the Östra Stambana, which reduced the distance between Stockholm and Malmö by about 50 Engl M., the usual route from Malmö to Stockholm was viâ Jönköping and Falköping (RR. 38, 37). Those who prefer to spend a night on the way are recommended to take this old route instead of the direct journey viâ Nassjö and Katrineholm. Good quarters for the night may be obtained at Jönköping (comp. p. 378).

Nässjö (1013 ft.; Jernvägs-Hotel, Nässjö Hotel), the highest railway-station in Sweden, is the junction for Jönköping (p. 293) and Oskarshamn (p. 388), and is situated on the direct railway from Malmö to Stockholm (see R. 52).

The first part of the journey traverses the N. part of Småland, the characteristic features of which are described at p. 378. Between Gripenberg and Sommen lies Holaveden, a hilly and wooded district separating Småland from Östergötland. A similar chain of hills called Kolmården (p. 305), bounds Östergötland on the N. and divides it from Södermanland. The natural boundaries of Östergötland on the E. and W. are the Baltic Sea and Lake Vettern,

The part of this province traversed by the railway is a fertile plain. containing the oldest towns in Sweden, the châteaux of the nobility, and numerous manufactories.

12 Kil. (7 $\frac{1}{2}$  Engl. M.) Solberga; 18 Kil. Flisby; 24 Kil. Aneby, on the lake of that name. The train follows the course of the Svarta, which forms a series of lakes. The largest of these is Lake Sommen (1505 ft.), on which a steamer plies.

36 Kil. (221/2 M.) Frinnaryd, on Lake Rålången, which contains several floating islands ('rörliga holmar'). Near (42 Kil.) Gripenberg is the large estate of that name, to the S. of which lies Traneryd. 52 Kil. Tranås; 64 Kil. Sommen. The train now crosses the Svarta, which here forms several falls, and is the boundary between Småland and Östergötland. Near Rockebro the train skirts the N. bay of the Sommen.

73 Kil. (45 M.) Boxholm, with extensive iron-works, 78 Kil. Strålsnäs. The train gradually descends, passing several large estates. — 89 Kil. Mjölby (Inn), a busy little town with large mills.

FROM MJÖLBY TO HALLSBERG, 96 Kil. (59½ Engl. M.), railway in 4-5½ hrs. (fares 6 kr. 75, 5 kr. 5, 3 kr. 40 ö.). —9 Kil. Skeninge (Gästgifvaregården), with 1700 inhab., once the capital of Götland, and famed for the ecclesiastical council (kyrkomötet) held here in 1248. Important cattle-fair in September. The so-called Law of Skeninge was very oppressive, and once formed the subject of a special petition in a litany used by the peasantry: -

'Från Skenige rätt och Vadstena slott

Bevara os milde Herre Gud!'

(From the law of Skenige and the castle of Vadstena,

Good Lord deliver us!)

16 Kil. (10 M.) Fogelsta, whence a branch-line diverges to Vadstena (p. 296). 27 Kil. Motala, whence another short branch-line leads to Motala Verkstad (p. 298). 41 Kil. Karlsby; 48 Kil. Degerön; 54 Kil. Godegård; 66 Kil. Mariedam; 76 Kil. Skyllberg; 85 Kil. Astro.

96 Kil. (59½ M.) Hallsberg, see p. 291. 95 Kil. (59 M.) Sya; 99 Kil. Mantorp. Near (109 Kil.) Bankeberg is the agricultural school of Haddorp. The line intersects a well-cultivated district, dotted with numerous churches.

121 Kil. (75 M.) Linköping. — Hotels. \*Stora Hotellet, Stortorget; LINDEBERG, Kungsgatan; HOTEL DU NORD, Kungsgatan; DRUFVAN, Bok-

Carriages may be hired of O. Ahlström, in the Skjutsbolag. To the

locks of Berg and the Vreta Convent (p. 299), 11 Kil.

Steamboat to Söderköping and Stockholm, once weekly, starting on

Linköping, the capital of Östergötland, with 8500 inhab., and the residence of the 'Landshöfding' and the bishop, lies on the W. bank of the Stångå, recently rendered navigable, and 31/2 Engl. M. from Lake Roxen (p. 299), by means of which it is thus connected with the Göta Canal. Linköping is a place of ancient origin. It was formerly called Liongaköpunger ('town of the place of assize'), and possessed a cathedral and a bishop so far back as the 12th century. Municipal privileges were granted to the town by Gustavus Vasa. In 1598 Sigismund was defeated by Duke Charles at the Stångebro, and his adherents were afterwards executed at Linköping in 1600 (the 'Linköping Blood-bath'), the place of execution being now marked by a circle of stones in the Jerntorg. On the Gumpekulla, by the locks of Nyqvarn, a little below the town, stands a stone commemorating the battle of Stångebro.

The \*Domkyrka, the finest edifice at Linköping, begun in 1150 and completed in 1499, is in the Romanesque style, with a Gothic choir. Next to the cathedral of Upsala, it is the longest church in Sweden (320 ft.). The vaulting is borne by ten handsome pillars on each side. The choir-windows are filled with stained glass. The old Altar-piece, by Heemskerk (d. 1574), a Dutch master, purchased by John II. for 1200 measures (7500 cubic ft.) of wheat, now stands by the S. wall. Its place is occupied by a colossal figure of Christ, surrounded by Faith, Hope, and Charity, in plaster, by Byström. The church was suitably restored in 1849-70. The verger lives in the vicinity.

The Landsförsamlingens-Kyrka, or Church of the Estates, also known as the St. Larskyrka, contains pictures by Hörberg, a self-taught peasant artist, whose works are to be met with in various parts of Sweden. The Library in the old gymnasium contains a valuable collection of rare books, MSS., coins, and antiquities (Tues. and Sat., 11-1; at other times apply to the librarian, Ny-qvarnsgatan). — Pleasant walks are afforded by the park of the Trädgårdsförening, to the S. of the town (entrance in the Drottninggatan), and by the gardens of the old château. To the W. of the town lies the Cemetery (Griftegård).

The Kinda Canal, 80 Kil. (50 Engl. M.) in length, completed in 1871, connects Linköping with several higher-lying lakes to the S.: Erlängen (184ft. above the sea-level), on the N. bank of which lies the large estate of Sturefors; Rengen (273 ft.), with the estates of Säby and Brokind; then Jernlunden (277 ft. above the sea; 171 ft. above Lake Roxen): lastly Asunden (about the same height), connected with the last by the Rimforsström. The last steamboat-station is Horn (steamer three times a week). These lakes form different basins of the Stängä, and the ascent is effected by means of fifteen locks. To the S. of Asunden are two other lakes traversed by the Stängä (Juttern and Krön), beyond which lies Vimmerby, in Småland (p. 388). The scenery is pleasing the whole way.

Beyond Linköping the train crosses the Stångå by a bridge 200 yds. long, and traverses a fertile tract with several churches. 132 Kil. Linghem; 139 Kil. Gistad. It then crosses the Göta Canal (p. 300) by a curious swing-bridge, commanding a pleasant view of Lake Roxen.

\*\*145 Kil. (90 M.) Norsholm lies at the efflux of the Göta Canal from Lake Roxen, and is also a steamboat-station (see p. 300).

FROM NORSHOLM TO VESTERVIK, 118 Kil. (73 Engl. M.), railway in 8 hrs. (fares 8 kr. 85, 5 kr. 45 ö.). — 5 Kil. Skärkina; 10 Kil. Halleby; 13 Kil. Ringstorp; 17 Kil. Höfversby; 23 Kil. Björsäter; 27 Kil. Lakvik; 33 Kil. Bersbo.

42 Kil. (26 M.) Atvidaberg, with the most important Copper Mines in Sweden, a visit to which occupies one day. The bottom of the mine at Bersbo (1248 ft.) is reached by a small steam-car called a 'dog' in 6 minutes. The Mormorsgrufva ('grandmother's mine'), to the W. of

Atvidaberg, is 1320 ft. deep. Among the interesting works which deserve a visit are the Bredbergska Hytta, the Vändrost-Hus, the Stora Hytta, the Raffinad-Hytta, the Kopparsmedja, and the Laboratory. In 1869 the yield reached 1315 tons, but it has diminished of late years.

51 Kil. (32 M.) Forsaström; 58 Kil. Falerum; 67 Kil. Nelhammar; 71 Kil. Storsjö; 82 Kil. Ofteerum, with a foundry belonging to an English company; 94 Kil. Gamleby; 202 Kil. Almvik; 114 Kil. Jenny.

118 Kil. (73 M.) Vestervik (Hôtel de Ville), an old town with 5500 inhab., situated at the entrance to the Gamlebyvik and possessing large shipbuilding yards. It was repeatedly destroyed during the wars between the Danes and Swedes. Near the town is the ruined castle of Stäkeholm.

— Vestervik is about 60 Engl. M. from Visby on the island of Gotland, with which it has post-communication in winter over the ice.

From Vestervik via Ankarsrum to Hultsfred (70 Kil. or 44 M.), see p. 388.

At (154 Kil.) Okna the train reaches Lake Glan, which it skirts to (159 Kil.) Eksund. (From Eksund a steamer plies to Finspong, with a cannon foundry, château, and park, whence a branch-railway runs to Pålsboda, on the Vestra Stambana, p. 291.) Beyond Eksund the train crosses the Motala, the outlet of Lake Vettern (p. 294), and reaches (162 Kil.) Fiskeby. Then —

168 Kil. (104 M.) Norrköping (\*Central Hotel, with café; Stora Hotellet, Nya Hotellet, both in the Karl-Johans - Torg; Bellevue, Skeppsbron), a busy manufacturing and seaport town with 27,380 inhab., is picturesquely situated on the Motala, at its influx into the Bravik. The town was founded in 1384, but was plundered and burned down by the Danes in 1567 and by the Russians in 1719. Several diets of the estates have been held here, and among them that of 1604 at which Charles IX. was elected king. Gustavus IV. was crowned here in 1800. Owing to several great fires by which it has been visited, the town now presents an entirely modern and somewhat uninteresting appearance. The water-power afforded by the Motala, which flows through the whole town. is utilised by numerous manufactories. An interesting walk may be taken along the upper part of the river where the water dashes over rocks, turns a number of wheels, disappears among manufactory buildings, and re-appears to be immediately used for some new purpose. The principal \*Bridges are the stone Bergsbro, constructed in 1775; the Jernbro, or iron bridge, of 1832; the Oscar-Fredriksbro, adjoining the Karl-Johans-Torg (1837); and the iron Spångbro, or foot-bridge (1863). Between the Bergsbro and the Jernbro are the Bruksholm and the Laxholm, islands which are also connected with the town by bridges. Visitors are admitted to some of the factories. Those who desire special information should apply to the manager. — On the lower part of the river, where it subsides into a calm and navigable stream, there are also several large factories, chiefly of cloth, worsted, and cotton goods, which have earned for Norrköping the title of the 'Swedish Manchester'. Gamla Varfvet ('the old wharf') with its dock is an extensive establishment, and the Motala Varf, to the E. of the town, where cannon-boats and monitors are constructed, is particularly interesting.

The handsomest modern buildings are in or near the Karl-Johans-Torg, where the two principal hotels, the post-office, the town-hall, and the theatre are situated. It is embellished with a Statue of Charles XIV. John (Bernadotte), by Schwanthaler, erected in 1846. The Arbetare-Föreningens-Hus, containing a large hall and museum, is a very large edifice, and still more imposing is the Högre Elementarläroverkets-Hus (grammar and commercial school), on a height on the S.W. side of the town, erected in 1868 at a cost of 600,000 kr.

Favourite places of recreation in the vicinity are Strömsholmen (\*Restaurant), where concerts are frequently given, and the Stad-

husgarden.

The Steamboat Voyage to or from Stockholm will be preferred by many to the train. The vessels (four times weekly) ply at night, affording a beautiful view of Lake Malaren on arriving or on starting. This route is also recommended to travellers intending to take the Göta Canal route from Norsholm to Gothenburg, or to those who have arrived at Norsholm from Gothenburg, and is preferable to the steamboat-route between Stockholm and Norsholm via Söderköping. — Steamboats also ply from Norrköping to Nyköping once, and to Kalmar twice weekly.

Beyond Norrköping and (176 Kil.) Aby the train traverses a

Beyond Norrköping and (176 Kil.) Aby the train traverses a wooded plateau, about 400 ft. in height, called Kolmården, the once dreaded frontier-region between Södermanland and Östergötland, infested by robbers and outlaws. Near Tärdalu it passes through a tunnel and then ascends gradually to (179 Kil.) Grafversfors. Farther on it crosses the bays of the pretty lake of Näcken by means of embankments, and threads a larger tunnel. 191 Kil. Simonstorp (Inn), with the lake of Flaten on the right. 205 Kil. Strångsjö. The scenery is uninteresting.

217 Kil. (134 M.) Katrineholm, and thence to Stockholm, see p. 292.

### 41. From Charlottenberg to Stockholm.

432 Kil. (258 Engl. M.). RAILWAY in  $14^1/2 \cdot 18^3/4$  hrs. (fares 30 kr. 40, 22 kr. 35, 14 kr. 25.; express 36 kr. 405.). From Christiania to Charlottenberg, see R. 32. — Between Christiania and Stockholm there are two through-trains daily in  $18^3/4$  and  $21^3/4$  hrs., the latter allowing  $3^1/2$  hrs. rest at Laxå, where rooms are fitted up at the station for the purpose (fares 46 kr. 80, 37 kr. 50, 22 kr. 35 ö.). The slower trains stop for the night at Kongsvinger, where the hotels are apt to be uncomfortably crowded. Comp. p. 272.

At Charlottenberg (\*Rail. Restaurant, D. 1½ kr.), the first Swedish station, passengers to or from Stockholm change carriages. Travellers' luggage entering Sweden undergoes a slight custom-house examination here, while that of travellers in the reverse direction is examined at Christiania. It will strike the traveller as somewhat absurd that these two little kingdoms, united under one sovereign, should have different tariffs of customs-dues.

The railway from Charlottenberg to Laxå (Nordvestra-Stambana) traverses the Vermland, a province where lakes and forests abound, and rich in iron and other ores. This once sequestered region has recently been opened up by a network of new railways and canals. The Vermland

is famous as the birth-place of Teynér and Geijer, and its praises have been sung by Fryxell in his beautiful Vermlandsvisa. The railway-traveller will see but little of the attractions of this district. An excursion is therefore recommended from Kil to Frykstad and the Fryken Lakes (see below). Another pleasant digression may be made from Christinehamn to the prettily-situated Filipstad (p. 307).

Leaving Charlottenberg, the train passes the By-Sjö on the right, and next stops at (15 Kil.) Amot on the Flagan-Sjö, where an extensive view is obtained. Pretty scenery. 25 Kil. Ottebol.

34 Kil. (21 Engl. M.) Arvika (Hôtel Kristiania; Stadshuset; \*Rail. Restaurant), with 1300 inhab., is beautifully situated on the Glafsfjord, here called the Elgåfjord, which is connected with Lake Venern by means of the Seffle Canal. (Steamer to Seffle and Åmål six times, to Venersborg and Gothenburg once weekly.) This long stretch of water is interesting from the fact that it marks the ancient bed of the Glommen, which once fell into Lake Venern, but now turns to the W. at Kongsvinger (comp. p. 272). During the melting of the snow, part of the water of the Glommen the finds its way into its old channel. In the vicinity is the Arvika Helsobrunn ('sanitary spring'). Several iron-works, glass-works, and other manufactories. On the E. bank of the fjord are the pleasant estates of Vik, Skönvik, and Sund.

Passing through several cuttings and a tunnel, the train next stops at (49 Kil.) Edane, beyond which it crosses the picturesque Vermelen-Sjö (180 ft.) by a viaduct, 700 yds. long, and 105 ft. above the water at the highest point, and passes through another tunnel. 56 Kil. Brunsberg, 66 Kil. Boda, 77 Kil. Fagerås. Scenery less attractive. The train crosses the Norself, the discharge of the Fryken Lakes, by means of an iron \*Bridge, 585 ft. long and 63 ft. in height, resting on iron pillars and massive granite foundations, the construction of which was attended with great difficulty owing to the soft character of the alluvial soil. About 5 Kil. to the S. is the Edsvalla Bruk, from which a steamboat plies to Lake Veneru. A little beyond this bridge the train reaches—

82 Kil. (51 M.) Kil (352 ft.; Jernvägs Hotel, R. 1½, B. ½ kr., well spoken of), the junction for the Gothenburg and Falun railway (R. 48), and of a short branch-line to Fryksta or Frykstad (9 min.), on the Nedre Fryken Lake (215 ft.).

From Frykstad a pleasant excursion may be taken to the three \*Fryken Lakes (Nedre, Mellan, and Öfre Fryken). A steamboat leaves Frykstad three times a week in connection with the train from Kil, for Torsby-Bruk, at the N. end of the highest of the lakes, which it reaches in 5 hrs., returning on the following day. — The Fryksdal, a valley 80-90 Kil. (50-55 Engl. M.) in length, is one of the most beautiful in Sweden, but the long steamboat-journey to Torsby and back is rather fatiguing. It is preferable to land at Rottneros Bruk between the central and the upper lake, visit the Fall of the Rottnaelf, and proceed to Sunne (Hotel), another pretty place, where Anders Fryxell (see above), a distinguished poet and author of tales from Swedish history, was once pastor. — In the vicinity are several large iron-works, some of which belong to the Edsvalla Bruks Bolug (factory company). — The scenery of Ofre or Norra Fryken is grander than that of the lower lakes.

The next station is (95 Kil.) Skåre. Then —

102 Kil. (63 M.) Karlstad (\*Stadshotellet; Hôtel Kristiania; Rail, Restaurant; restaurant and music at the Trädgårdsforening; Attkanten, a favourite resort to the S.E. of the town; post and telegraph-office at the town-hall, in the Stora Torg), the capital of Vermland, with 6500 inhab., entirely rebuilt after a fire in July 1865, is picturesquely situated on the Tingvallaö, at the influx into Lake Venern of the Klarelf, which descends from the Norwegian mountains. This is a commercial place of considerable importance. The broad streets are flanked with handsome houses, and some of them are planted with trees. Among the chief buildings are the Gymnasium, the Frimurarloge, and the Stadshotel. Pleasant promenades in the environs. Steamboat thrice weekly to the principal places on Lake Venern, and to Gothenburg via Venersborg.

From Karlstad or from Kil a visit may be paid to the Valley of the Klarelf. The train may be taken to Deje (p. 360), a station on the Falun Railway (Bergslagernas-Bana), 10 Engl. M. above Kil, whence we proceed to Runsäter (the birthplace of Geijer), and Uddeholm (p. 360), where the Elfdal strictly so called begins. Beyond it the valley ascends into the most sequestered districts of Vermland and to the grand mountain-chain which separates Sweden from Norway. The last region in Sweden is the Finskog ('forest of the Finns'), inhabited by Finns who were established here in the reign of Charles IX., and who still differ from the Swedes in customs and physique. — Beyond the frontier the scenery becomes even wilder and more desolate, especially in the neighbourhood of the Fæmund-Sjø (p. 205), the source of the Klarelf, which is at first called the Fæmundselv and

afterwards the Tryssil. Comp. p. 205.

The train now skirts the N. bank of the vast Lake Venern (p. 288), of which, however, little is seen, and passes over six long bridges and a number of embankments, the construction of which was very costly. 113 Kil. Skattkärr, 125 Kil. Väse, 134 Kil. Ölme.

142 Kil. (88 M.) Christinehamn (Jernvägs-Hotel; Societetshus; Gästgifvaregård), a small trading town, with 4000 inhab., lies on the Svartå and the Varnumsvik, a bay of Lake Venern. A famous fair, called the Fastnings-Marknad, takes place here annually in April. Steamboat twice weekly to Venersborg and Gothenburg.

FROM CHRISTINEHAMN TO FILIPSTAD, 62 Kil. (39 M.), railway in 23/4 hrs. (fares 4 kr. 50, 2 kr. 45 ö.). Stations: Nässundet. Storfors, Nykroppa, Herrhult (junction for the Kil-Falun railway, p. 360), and Gammalkroppa. At Nyhyttan the railway forks, the right branch leading to Persberg on Lake Yngen, the left to Filipstad (see p. 306).

Beyond (154 Kil.) Björneborg the structure of the railway, which now skirts Lake Visman, is itself an object of interest. 165 Kil. Karlskoga, whence a branch-line runs to the N. to Nora (and thence to Dylta) and another to the S. to Gullspång and Otterbäcken on Lake Venern. 168 Kil. Degerfors, from which another branch-line runs to the N. to Vikersvik and Striberg. Between these lines lies Lake Möckeln. 180 Kil. Svartå, 191 Kil. Hasselfors.

The train now passes the baths of Porla Brunn, and reaches (203 Kil. or 126 M.) Laxå (p. 291). From Laxå to (432 Kil. or 258 Engl. M.) Stockholm, see pp. 291, 292.

# 42. From Hallsberg to Örebro, Köping, and Stockholm.

242 Kil. (150 Engl. M.). Railway in 8½-12½ hrs., one through-train daily (fares 16 kr. 75, 12 kr. 85, 8 kr. 70 ö.; express 17 kr. 15 ö., 13 kr.).

Travellers who have already seen the finest parts of the Göta Canal and Lake Vettern, described in R. 39, may with the aid of the railway described in the present route visit some of the most interesting points on Lake Mälaren on their way to Stockholm. From Motala (p. 297) they proceed by railway in 3-4 hrs. to Hallsberg, and thence to Köping or Vesterås, from either of which the banks of Lake Mälaren may be conveniently explored by steamboat. Or they may now confine their attention to the N. bank of that lake, leaving the more picturesque S. bank to be visited from Stockholm. The chief points of interest are best combined by taking the train to Vesterås, crossing the lake thence by train to Eskilstuna, driving thence to Strengnäs and Mariefred, and completing the journey to Stockholm by steamer (comp. R. 43).

The railway traverses a fertile district and passes several of the oldest towns in Sweden, but the scenery is uninteresting until Lake Mälaren is reached, and there it is preferable to quit the train.

Hallsberg, see p. 291. The first important station is —

25 Kil. (151/2 Engl. M.) Örebro (Örebro Hotel: Björkegren's), one of the most ancient towns in Sweden, with 10,500 inhab., mentioned in history as early as the 11th century. No fewer than fifteen diets of the Estates were held here, and here the destinies of the country have frequently been decided. At the important diet of 1540 the succession to the crown, originally elective, was declared to be thenceforward hereditary, and in 1810 Bernadotte was elected crown-prince here. Örebro was the birthplace of Engelbrekt, a powerful Swedish noble, who was elected administrator of the Kingdom in 1435, and who held the surrounding country as a flef of the crown. The town lies in a flat district, near the bank of Lake Hjelmaren, and is intersected by the Svartå. It is now quite a modern-looking place, having been in great part rebuilt after a fire in 1854. The handsome Drottninggata traverses the town from N. to S. The handsomest edifice is the modern Gothic Town Hall ('Stadshuset'), in the Stora Torg. In front of it rises Engelbrekt's Statue by Quarnström, erected in 1865. The Theatre, the principal Hotel, and the Karolinska Elementarläroverk (containing a small museum), are also handsome buildings. In front of the last rises an Obelisk to the memory of the brothers Olaus and Laurentius Petri, the Swedish reformers. The only ancient buildings are the Castle (now occupied by public offices), with its four round towers. situated on an island in the river, and the Church, which has been partly modernised. The castle was once besieged by Engelbrekt, afterwards by Sten Sture the Elder (d. 1503), and by Gustavus I. (d. 1560). It was then rebuilt by Gustavus, and completed by

Charles IX. (d. 1611). - Pleasant walks to Skebäck on Lake Hjelmaren and to Adolfsberg, a small watering-place to the S., on the railway.

From Örebro a Steamboat plies once weekly to Stockholm viâ the Hjelmare Canal. It first crosses Lake Hjelmaren (65 ft., 46 Engl. M. long, 6-10 M. wide) and then proceeds through the Hjelmare Canal to the Arbogaå (see below), which it follows to Kungsör, on Lake Mälaren. Then by the last-named lake to Stockholm. — Lake Hjelmaren is destitute of pretty scenery, but its pikes and crabs are considered great delicacies. A monument has been erected on the Engelbrektsholm, in the W. part of the lake, on the spot where Engelbrekt was assassinated by Mans Bengtson in 1436. Near the mouth of the canal is the château of Stora Sundby, erected for Count de Geer in the early-English style by Robinson.

Soon after leaving Orebro the train stops at (44 Kil. from Hallsberg) Ervalla-Dylta, where a branch-line diverges to Nora and

Karlskoga on the Nordvestra Stambana (p. 307).

50 Kil. (31 M.) Frövi is the junction of an important line to Ludvika.

From Frövi to Ludvika, 98 Kil. (61 Engl. M.), railway in 5½ hrs. (fares 7 kr. 35, 5 kr. 40, 3 kr. 70 ö.). This railway traverses a very rich mining-district (iron, copper, lead). The scenery between Linde and Kopparberg is picturesque. — 10 Kil. Vedevõg.

19 Kil. (12 M.) Linde (Hotellet), with 1500 inhab., is prettily situated between the two lakes of that name. Church and a great part of the town frebuilt after a fire in 1869. The train then skirts the E. bank of Lake Rossvalen to Gusselby, Storå (whence a branch-line diverges to the silver-mines of Endismedshuttan). Vassalhuttan, Edilså and Rågaba (Pranch silver-mines of Guldsmedshyttan), Vasselhyttan. Rällså, and Bångbro (branch to Bånghammar, Kölsjön, and Kloten). 55 Kil. (34 M.) Kopparberg (Hotellet) is an important mining place, with copper, lead, and zinc-mines in the vicinity. 63 Kil. Ställdalen, where the line crosses the Bergslagernas-Bana (R. 48), with which it afterwards runs nearly parallel to Ludvika. The next stations are Ställberg, Hörk, Grängesberg, Björnhyttan, and Gonäs. Then -

98 Kil. (61 M.) Ludvika, see p. 360.

- 55 Kil. Ullersäter, 65 Kil. Fellingsbro, 75 Kil. Jäders Bruk.
- 79 Kil. (49 M.) Arboga (Hotellet; Gästgifvaregård), a town with 3600 inhab., was anciently a place of much importance. Thirty-two diets of the Estates have been held here at different periods. At one of these, in 1435, Engelbrekt, and at another, in 1471, Sten Sture the Elder, were chosen administrators. In 1561 the important Articles of Arboga were passed at another diet here. Arboga has frequently been a residence of the Swedish kings, and in the time of Gustavus Vasa had a mint of its own. It is now an uninteresting modernised place. By means of the navigable Arbogaå, on which the town lies, and the Hjelmare Canal, Lakes Hjelmaren and Mälaren are connected. — Steamboat to Stockholm twice weekly.

87 Kil. Valskog is the junction for Thorshälla and Eskilstuna

(see p. 348).

96 Kil. (59½ M.) Köping (Jernvägs-Hotel; Köpings-Hotel), a town with 2000 inhab., lies on the river of the same name, near Lake Mälaren. Steamboats to Stockholm daily. As the railwayjourney on the N. bank of the lake is uninteresting, many travellers will prefer to proceed by steamer from Köping to Thorshälla and Strengnäs, drive to Mariefred, and take another steamer thence to Stockholm. With regard to the lake and the principal places on its banks, see R. 43. — About 1 Engl. M. from Köping is Johannisdal, a small watering-place. Branch-line from Köping to the N.W. to (34 Kil.) Uttersberg, passing a number of considerable iron works and factories.

106 Kil. Munktorp. 112 Kil. Kolbäck, where the train crosses the Strömsholm Canal (p. 360), is the junction for the Rekarne and Eskilstuna line (p. 348), the first station of which is (8 Kil.) Strömsholm, at the beginning of the canal. 121 Kil. Dingtuna.

131 Kil. (81 M.) Vesterås (Hôtel Kraak; Hôtel Vesterås; Gästgifvaregård), with 5500 inhab., the capital of a district and an enisscopal see. The name is a contraction of Vestra Aros ('W. mouth'), a title given to the place to distinguish it from Östra Aros (Unsala). It was anciently a town of considerable importance and possessed a Dominican monastery and several churches and chapels. No fewer than eleven national diets were held here, the most important being that of 1527, which suppressed the Roman Catholic church in Sweden, and that of 1844, which settled the succession to the throne on Vasa's heirs. The principal edifice is the handsome Gothic \*Cathedral, founded in the 11th cent., enlarged by Birger Jarl and consecrated anew in 1271, afterwards frequently altered. and finally restored in 1850-60. The tower, added in the 18th cent.. is the highest in Sweden (310 ft.). The altar-piece was presented by Sten Sture the Younger and Christina Gyllenstjerna, his wife. Svante Sture, the administrator (d. 1512), and Eric XIV. (d. 1577) lie buried here. A marble sarcophagus was erected in memory of the latter by Gustavus III. The tomb of the regent Magnus Brahe is marked by a marble monument. The Episcopal Library of 12,000 vols, includes that of the Elector of Mayence brought from Germany by Oxenstjerna and presented to the cathedral about the year 1640. — The old Slott, on a height near the mouth of the stream, once belonged to Jösse Erikson, a robberknight, and the terror of the district, but about the middle of the 16th cent. was taken by Gustavus I., who restored and extended it. It was afterwards the prison of Eric XIV., who was poisoned at Örbyhus (p. 358) in 1577. In the 17th cent, it was entirely reerected after a fire, and it is now the district seat of government. -The Vasa Park, to the E, of the Town Hall, occupies the site of the monastery and contains a bust of Vasa in memory of the diet of 1527. — The cucumbers and other vegetables grown at Vesteras eniov a considerable reputation.

141 Kil. Tillberga is the junction of branch-lines to the N. to (28 Kil.) Sala (p. 365), and to the W., vià (28 Kil.) Ramnäs and Engelsberg on the Strömsholms Canal (see p. 361), to (68 Kil.) Kärrgrufvan and Krylbo (p. 365). — 147 Kil. Tortuna, 154 Kil. Orresta, 160 Kil. Lundby.

168 Kil. (84 M.) Enköping (Stadshotellet), a town with 2100 inhab., lies on the river of the same name, 4 Engl. M. from Lake Pretty scenery and numerous market-gardens here. Steamboat to Stockholm three times weekly. — 178 Kil. Grillby. 186 Kil. Ekolsund, beyond which the train crosses the Ekolsundsvik by a bridge 300 yds, long. 195 Kil. Bålsta, 206 Kil. Bro. 214 Kil, Kungsängen. The train now crosses the long northern ramification of Lake Mälaren at a narrow part of it called Stäket. 225 Kil. Jakobsberg, 231 Kil. Spånga, 236 Kil. Sundbyberg.

242 Kil. (150 M.) Stockholm, see below.

#### 43. Stockholm and its Environs.

Arrival. Travellers arriving at Stockholm by railway alight at the CENTRAL STATION (Pl. C, 3, 4), situated in a large open space facing the Klara-Strand-Gata, and about 7 minutes' walk from the Norrbro and the principal hotels. Omnibuses from the principal hotels meet each train (fare 75 ö.). Cab with one horse for 1-2 persons 1 kr., 3-4 persons 1 kr. 25 ö.; each trunk 20 ö., for three or more 50 ö. (at night, 11-6 o'clock, one fare and a half). Porterage for each package to or from the cab or omnibus 10 ö.; to one of the hotels 30 ö. — Those who arrive by the lake route from Gothenburg, or by a coasting steamer from the S., land at the RIDDARHOLM QUAY (Pl. D, 5), on the W. side of the Riddarholm, near the church of that name; while the usual landing-place for travellers from the N. or E. is the Skeppsbro (Pl. E, F, 4, 5), on the E. side of Staden. Cab-fare as above; no hotel-omnibuses on the quays.

Hotels. \*GRAND HOTEL (Pl. a; E, F, 3), Blasieholms-Hamnen, a very large and handsome building, with reading-room, telegraph office, etc., beautifully situated, and commanding a fine view of the Palace and the busy traffic of the quays and harbour; \*RYDBERG (Pl. b; D, F, 4), Gustaf-Adolfstraffic of the quays and harbour; "RYDBERG (Pl. b; D, F, 4), Gustaf-Adolfs-Torget, facing the Norrbro, also well situated and more central, but better adapted for men of business. These hotels belong to the same proprietor. The charges at the former are somewhat higher (rooms at both from 2 kr. upwards., A. 50 and 35 ö., L. 70 ö., B. 1 kr.). Both also have good restaurants, that at the Rydberg being the better and slightly less expensive. Travellers are quite at liberty to take their meals where they please. Table d'hôte at the Grand Hotel in summer only. — "HÔTEL KUNG KARL (Pl. c; D, 3), at the S. end of the Brunkebergs Torg, central, not far from the Norrbro, R. from 1 kr. 50 ö., A. 35 ö., with an excellent restaurant attached. — GERMANIA (Pl. d; E, 3), adjoining Rydberg, Gustaf-Adolfs-Torget. with restaurant chiefly frequented by commercial men: Adolfs-Torget, with restaurant, chiefly frequented by commercial men; \*Kung Karls Annex, Regerings-Gatan 13, R. from 1 kr. 50 ö.; Kanan, Brunkebergs-Torget 16; Hôtel de Suede, Drottning-Gatan 43; Rosenbad, Akademi-Gränden (Pl. D. 4), near the Post Office, quiet (no restaurant). All these last are second-class. - In the Norra Smedjegata (Pl. D. 3), at the back of Rydberg, in a quiet and convenient situation: Hôtels Gustaf VASA, DE FRANCE, STETTIN, SKANDINAVIA, and HÔTEL GARNI, all unpretending, but tolerable.

Restaurants. N. Side of the City ('& Norr'): \*Rydberg and \*Kung Karl are the best, and the charges are reasonable; Grand Hotel, fairly good, but more expensive; \*Phanix, Drottning-Gatan 71, adjoining the Northern Museum (p. 324); Hôtel du Nord, Lilla Trädgårds-Gatan, near the Dramatiska Teater; \*Opera Källaren, in the Stora Teater (p. 323), entered from the Arsenals-Gata; Strömsborg, on the island between the new bridge and the railway-bridge (reached from the latter, or by ferry), see p. 322. - In Staden (the island forming the central quarter of the city, p. 317): Iduna, Lilla Nygatan 4; Rosengren's Källare, Salvii-Gränden, small; Skomakare-Källaren, Slottsbacken 6. - S. Side of the City ('& Söder'): Pelikanen, Brunnsbacken 4; Mosebacke, in the market of that name, a

fine point of view (see p. 337). - In the Djurgård (p. 338): \*Hasselbacken (music in the afternoon; D. 4 kr., good), Alhambra, both much frequented in summer, with gardens where visitors may dine in the open air. -Most of the restaurants in the environs (Drottningholm, Näcka, Ulriksdal, etc.) are poor.

At all these restaurants visitors breakfast and dine à la carte, and the charges vary greatly. The usual breakfast hours are between 9 and 12, the dinner hours between 2 and 6, and the supper hours from 7 to 10 o'clock. An ordinary breakfast or supper costs 11/2-2 kr., and dinner 2 kr. or upwards. For the 'Brännvinsbord' or 'Smörgåsbord' (side-table with bread-and-butter, salt meats. fish, and various relishes, with 'brannvin' and liqueurs 'ad libitum'), which Swedish gentlemen and even ladies freely patronise before sitting down to table, an additional charge of 30-50 ö. is made. It need hardly be said that persons unaccustomed to such a method of stimulating the appetite can hardly resort to it with impunity. 'Sexor', so called from the hour when they are usually served, are half-portions of meat, etc., frequently ordered by persons who desire a slight supper only. The waiters (Vaktmästare) always expect a fee of 10 ö. or upwards from each person.

Cafés (Schweitzerier) at all the principal hotels and restaurants. Of the others the pleasantest and most frequented in summer are the \*Strömparterre (Pl. E, 4; p. 318), adjoining the Norrbro on the E. side, where a band plays in the evening; Blanch's Café (Pl. 19; E, 3), in the Kungsträdgård (music); Bern's Salong, adjoining the Berzelii Park (p. 324). The Strömsborg (see above) also attracts many visitors in fine weather. The Hasselbacken, Novilla, Bellmansro, and other cafés in the Djurgard are also very favourite resorts. Bähr's Café, in the Riddarhus-Torg (Pl. D, 5), is chiefly frequented by men of business. Each customer usu-

ally gives the waiter a fee of 5 ö. or more.

At most of the restaurants and cafés visitors deposit their hats, greatcoats, and umbrellas in a small room at the entrance, provided for this purpose. The attendant here shows a wonderful power of recognising the visitor at his departure, and seldom makes a mistake or requires help in restoring his property. It is usual to give him a fee of 10 o.

Confectioners (who generally have a Dam-Café, or ladies' refreshment room, adjoining their shops). "Grafström, Malmskilnads-Gatan 28; \* Landelius, Storkyrkobrinken 9; Ruth, Drottning-Gatan 50; Sundell, Drottning-Gatan 67; Berg, Regerings-Gatan 14; Sundberg, Vesterlång-Gatan 83.

Post Office (Pl. 33; D, 4), Rodbro-Torget, halfway between the Norrbro and the Railway Station, open 9 a.m. to 9 p.m.; Sundays 9-11, 1-2, and 7-9 o'clock. Branch Offices: Lilla Nygatan 6; Hötorget 14; Handtverkare-Gatan

18; Riddare-Gatan 28; Göt-Gatan 18. Numerous letter-boxes in the streets. Telegraph Office (Pl. 47; E, F, 4), Skeppsbron 2, always open. At the Grand Hotel, open from 10 a.m. to midnight. Also at Brunkebergs Torget 2, Handtverkare-Gatan 18, Riddare-Gatan 28, and Södermalms Torget, open 8 a.m. to 8 p.m.

Bankers. Riksbank, Jern-Torget; Skandinaviska Kredit-Aktiebolag, Storkyrkobrinken 13; Stockholms Enskilda Bank, Lilla Nygatan 27; Stockholms Handelsbank, Kornhamns-Torget 4. Circular notes and foreign money may be changed at any of these; or at Belmonte's, Jakobs-Torget, and several other money-changers.

Consuls. American, Mr. N. A. Elfving, Drottning-Gatan 13; vice-consul, Hr. J. A. G. M. Schürer von Waldheim, Oxtorgs-Gatan 7. British, Mr. R. Drummond Hay, Norrmalms-Gatan 18; office Skeppsbron 30; Mr. F. Ap-George, vice-consul and translator. German, Hr. W. Redlich, Nybro-Gatan 11, C. French, M. E. Thiebaut, chancellier, Jacobsbergs-Gatan 23, B. Austrian, Hr. C. Benedicks, Vesterlang-Gatan 16. Russian, Hr. A. Mollerius, Nybro-Gatan, 6,A. Besides these and a number of other consuls, ambassadors from the principal European states also reside at Stockholm.

Cabs. Drive within the town, for 1-2 pers. 1 kr.; 3-4 pers. 1 kr. 25 ö.; for one h our 1 kr. 25 or 1 kr. 50 ö., for each additional 1/2 hr. 50 or 60 ö.; at night, 11-6, a fare and a half; small articles of luggage free; trunk 20 o., for more than two 50 o. - For a drive to the Djurgard and other



## Key to the Plan of Stockholm.

1. Akad. för de fria konsternas (Academy of Arts)	, 3 , 2 , 5 , 2 , 3 , 7 , 7 , 7 , 7 , 7 , 7 , 7 , 7 , 7 , 7				
20. Blasieholms kyrkan F cultural Academy D, 3	, 3 , 2 , 5 , 2 , 3 , 7 , 7 , 7 , 7 , 7 , 7 , 7 , 7 , 7 , 7				
cultural Academy) D, 3 3. Musikaliska akademi (Academy of Music) C, 3 4. Vetenskaps - akademi (Academy of Science) C, 1, 2 5. Archives (Riks-Arkivet) . D, 5 6. Batlinrättningar (Baths) D, 3, 4; D, 5; E, 4; F, 4 Bangardar (Bailway - Stations C, 3, 4; E, 7  Banker (Banks):  21. Engelska kyrkan (English Church) B Church) B Church) E Hedvik Eleonoras kyrkan E Johannis kyrkan	, 2 , 5 , 5 , 7 , 7 , 7 , 7 , 7 , 7 , 7 , 7 , 7 , 7				
3. Musikaliska akademi (Academy of Music) C, 3 4. Vetenskaps - akademi (Academy of Science) C, 1, 2 5. Archives (Riks-Arkivet) . D, 5 6. Badinrättningar (Baths) D, 3, 4; D, 5; E, 4; F, 4 Bangårdar (Railway - Stations C, 3, 4; E, 7 Banker (Banks):  Church) B Church) E Hedvik Eleonoras kyrkan E Jakobs kyrkan E Karl Johans kyrkan F Katarina kyrkan F Katarina kyrkan F Katarina kyrkan	, 5 , 2 , 3 , 7 , 7 , 7 , 3 , 7 , 7 , 5 , 1				
demy of Rutsic)	, 5 , 2 , 3 , 7 , 7 , 7 , 3 , 7 , 7 , 5 , 1				
demy of Sciences	, 2 , 3 , 7 , 7 , 3 , 3 , 7 , 5 , , , , , , , , , , , , , , , , , ,				
5. Archives (Riks-Arkivet). D, 5 6. Badinrättningar (Baths) D, 3, 4; D, 5; E, 4; F, 4 Bangårdar (Railway - Stations C, 3, 4; E, 7  Banker (Banks):  23. Jakobs kyrkan E Johannis kyrkan	, 3 , 7 , 7 , 3 , 7 , 5 , 1				
Bangårdar (Railway - Stations C, 3, 4; E, 7  Banker (Banks):  Karl Johans kyrkan F  Katarina kyrkan F  Katarina kyrkan (Rom.  Cath. Church) D  Klara kyrkan D	, 7 , 3 , 3 , 7 , 5 , 1				
Bangardar (Bailway - Stations C, 3, 4; E, 7  Banker (Banks):  Katarina kyrkan F  Katoliska kyrkan (Rom. Cath. Church) D  Klara kyrkan D	, 3 , 3 , 7 , 5				
Banker (Banks):  At Ratolska kyrkan (Rom. Cath. Church) D Klara kyrkan D	, 3 , 3 , 7 , 5				
Banker (Banks): Cath. Church) D	, 5 , 1				
Riara Ryrkan	, 5 , 1				
7. Riksbanken (National Bank) F, 5 Maria kyrkan E, 6	, 5 , 1 , 5				
8. Skandinaviska Kredit-Aktie-   25. Riddarholms kyrkan D	, 5				
bolag (Scandinavian Joint 26. Ryska kyrkan (Russian	, 5				
Stock Bank) E. 5 9. Stockholms Enskilda Ban- Skeppsholms kyrkan, see	, 5				
ken (Private Bank) E, 5 Karl Johans kyrkan.					
10. Barnbördshuset (Lying-in Hospital) A, 4; D, 2 27. Storkyrkan E, 4 28. Tyska kyrkan (German					
Rerosskolan(Mining-School)   Church) E	. 5				
Drottninggeten R 1   Ulrika Elegnoras kyrkan . B	. 4				
11. Biblioteket, Riks (National-Library) E, 1 Myntet (kongl.; Royal Mint) B	,υ A				
National Museum F	. 4				
Bildstoder (Monuments): Ubservatory B	, 8				
Berzelius, in the Berzelii 30. Ofverståtthållarehuset	. 5				
Park					
Charles XII E, 3 of the Crown Prince D  Charles XII E, 3 32. Poliskammaren (PoliceOffice) D	, 4				
Charles XIII E, 3 33. Posthuset (Post Office) D	, 4				
Gustavus Adolphus E. 4 34. Rådhuset (Town Hall) D, 4	. 5				
Gustavus Adolphus	, э				
Gustavus Vasa D, 5  12. Börsen (Exchange) E, 5  37. Sällskabet (a. Club)	, 5				
skandinavisk (Ethno- Geranmer Lasarettet (Hospital)	. a				
13. Etnografiska samlingen, skandinavisk (Ethnografiska Kethnographical Museum)C, 2 Farmaceutiska Institutet (Pharmaceutical Institute) B, C, 2 14. Flottans förrådshus (Marine Arsenal)G, 5  15. Salskabet (a. Chub) E. C (Hospital)B. C (Hospital)	, -				
(Pharmaceutical Institute) B, C, 2 School) D.	, 3				
14. Flottans förrådshus (Marine 39. Synagogan (Synagogue) E.	. 3				
Arsenal)	, -				
Lodge) F, 3   40. Kongl. Stora Teatern E, 3.	, 4				
16 Gymnasinm(GrammarSchool) D 5   Al Dramaticka Toatorn F	- 2				
17. Gymnastiska Central Insti-	, ຽ 3				
Hasselbacken I, 4 43. Södra Teatern F	6				
17. Gymnastiska Central Institutet D, 3 Hasselbacken I, 4 Jasselbacken I, 4 Jasselbacken F. Jasselbacken F. Jasselbacken F. Jasselbacken					
of Syearike, Norrland and 45. Tekniska Högskolan	. 1				
the Island of Gotland) D, 5 46. Telegrafen E, E	, 1				
HOTELS.					
a. Grand Hotel E, F, 3   c. Kung Karl D b. Rydberg D, 4   d. Germania E, 3	, 3				

places in the environs  $1^1/2 \cdot 2$  kr. for the first hour, and 60-75 ö. for each additional 1/2 hr. — Cab Stands near the Post Office, in the Brunkebergs Torg, on the Skeppsbro, in the Stortorg, etc.

Tramway (Spårvägar). In the smaller cars the fare is deposited in a box as at Christiania (see p. 1). The drivers give change for sums not exceeding 1 kr., the coin to be changed being handed to him through the small window marked 'Wexling'. There are three main lines.

1. RING LINE (Slussen-Norrmalm; with green name-boards and lanterns; fare 10 ô.), every 5 minutes in each direction. From Slussen (Pl. E, F, 6) by the Skeppsbron Quay to the Norrbro (Pl. E, 4), then (to the right) by Karl den Tolftes Torget, Östra Trädgårdsgatan, Norrmalmstorget, and Norrmalms-Galan, passing the Humlegården on the left, to Roslags-Torget (Pl. D, 1); then through the Trebackarlång-Gatan and past the Adolf Fredriks-Kyrka (Pl. C, 1, 2) to Salu-Torget (Pl. B, 2), and through the Klora Strand-Galan, past the Central Station (Pl. C, 3, 4), and across the Vasabro and Riddarhus-Torget to Slussen (Pl. E, F, 6). — From this line diverges a branch (yellow boards and lanterns), which leads to the E. along the Humlegården, and then turns to the right and runs to Nybro-Galan (Pl. E, F, 1). Passengers are entitled to change from one of these lines to the other without extra charge, on demanding a 'Fripollette'.

2. NORRBRO-DJURGÅRD LINE (red name-boards and lanterns; fare 10 ö), every 10 minutes. From the Norrbro (Pl. E, 4) as above to Norrmalms-Torget (Pl. E, 2, 3), and then by the Nybrohamn and Ladugårdslands. Strand-Gata to the Djurgård (terminus opposite Hasselbacken in the All-

männa-Grand; Pl. H, J, 5, 4).

3. From the Gustaf-Adolfs-Torg (Pl. E, 4; near the Norrbro) to Kungsholmen (Pl. A, B, 4). Fare 10 ö.

Steamboats. The steamboats which ply from Stockholm in every direction are so numerous, and the maze of islands and water-ways around the city is so complicated, that the traveller will at first be somewhat bewildered. Before making any excursion, he should of course consult the latest number of 'Sveriges Kommunikationer', and also the map of the environs, and be careful to ascertain the starting-point of the vessel. For the larger sea-going vessels the principal quays are Skeppsbron, on the E. side of Staden (Pl. F, 4, 5), and Blasieholms-Hamnen (Pl. E, F, 4) adjoining the Grand Hotel and the Museum. For the smaller sea-going and coasting steamers the starting-point is the RIDDARHOLM QUAY on the W. side of that island, which lies to the W. of Staden, whence most of the Mälar steamers and those bound for Gothenburg by the canal route also start. A number of the smaller lake-steamers again bave their usual berths on the Munkbro and the Kött-Torg, on the W. and S.W. sides of Staden (Pl. D, E, 5). The sea-going steamers will be found in the 'Kommunikationer' under the heads 'Norrut', 'Österut', 'Söderut', and 'Vesterut'; see also the heads 'Göta Kanal' and 'Mälaren' The following is a short list of the principal routes mentioned in the Handbook. To Gette (p. 359) 4 times weekly from Skeppsbron and 6 times monthly from Karl XII.'s Torget; to Visby 3 times weekly from Riddarholmen and once weekly from Blasieholms-Hamnen and Klintehamn (comp. p. 373); to Kalmar (p. 386) twice weekly from Riddarholmen, and once weekly from Blasieholms-Hamnen (also by the Lübeck, Copenhagen, and Gothenburg steamers); to Gothenburg viå Kalmar, Karlskrona, Karlshamn, Malmö, and other ports three times weekly from Riddarholmen; to Copenhagen weekly, touching at intermediate ports, from Riddarholmen; to London fortnightly from Skeppsbron. Steamers also sail occasionally to Hamburg, Amsterdam, Antwerp, Havre, etc. — Steamboats on Lake Mälaren, see pp. 337-348.

Steam Launches (Angslupar). Communication between different parts of the city and the suburbs and immediate environs is maintained by numerous small steam ferry-boats, which cross Lake Mälaren and the Saltsjö (p. 346) in all directions at intervals of 3-15 minutes. The fares vary from 3 to 15 ö. according to the distance. The course of these steamers is indicated in the Plan, and it will suffice to give here a time-table of those plying to the Djurgård (p. 338; every 10-15 min.).

1. From the Strömparterre (Pl. E, 4) to Alkarret (Pl. H, 4); fare 10 ö.

2. From Karl den Tolftes Torg (Pl. E, 3, 4) to Alkärret; fare 10 ö.

3. From Nybroviken (Pl. F, 3) to Alkarret; fare 10 ö.

4. From the Ränlmästaretrappa (Pl. F, 5, 6) to the Jernvägen at Allmänna-Gränd (Pl. H, I, 3, 4; fare 5 ö.) and to Dockan on Beckholmen (8 ö.).

5. From Skeppsholmen (Pl. G, 4, 5) to Allmänna-Gränd; fare 8 ö. 6. From Logardstrappan (Pl. E, 4) to Blåporten (Kaptensudden; Pl. H, 3; fare 12 ö.) and to Ladugårdsgärdet (Hesslingeberg) and Djurgårds-

brunn (15 ö.). 7, 8. From Gustaf's III. Staty (Pl. E, F, 4) and from the Räntmästare-trappa (Pl. F, 5, 6) to Manilla (20 ö.) and Blockhusudden (25 ö.) on the S. bank of the Djurgård, several times daily.

Several of the steamboat-routes to the most interesting points in the Environs of Stockholm are described in various parts of the text of the Handbook. The traveller is referred for more detailed information as to the hours of starting, fares, etc. to the 'Fullständig Tabell öfver Kommunikationerna inom Stockholm och dess Närmaste Omgifningar, or to the second part of the Sveriges Kommunikationer (under the heading 'Stockholms Omgifningar', with the sub-headings Mälaren and Saltsjön).

Shops. Booksellers: Samson & Waltin, Drottning-Gatan 7, corner of Freds-Gatan; Fritze, Gustaf-Adolfs-Torget 18; Bille, Drottning-Gatan 25; Looström & Co., Norrbro. - Fishing-gear: Leidedorffska Manufactory, Stora Nygatan 12; Akerlund, Malmstorgs-Gatan 3. - Furs: P. N. Bergström, Storkyrkobrinken 4 and Freds-Gatan 18. - Jewellers (antiquities, etc.): Hammer, Freds-Gatan 18, first floor; Larson, Gustaf-Adolfs-Torg 14. — Gloves; Alb. Schmidt, Gustaf-Adolfs-Torg. — Bazaars: Slöjdföreningen's

Museum, see below; Jos. Leja, Regerings-Gatan 5.

One of the most interesting commercial institutions of Stockholm is the Exhibition of the Friends of Manual Labour (Handarbetets Vänners Utställning, Brunkebergs-Torget 15, second floor; open daily 10-4), a society founded in 1874 for the purpose of encouraging the ancient Swedish practice of domestic weaving and embroidery and of adapting it to the conditions of the present day. Orders are received at the office, and visitors are admitted to a room in which several peasant-women may be seen at work. Prices rather high.

Railway Stations. All the principal trains (to Upsala and Gefle, to Karlstad and Christiania, to Gothenburg, and to Malmö) start from and arrive at the Central Station (Pl. C, 4), while the Södra Bangård is used by a few slow local trains only. The 'gemensam borgerliga Tid' or railway-time given in the time-tables is that of Gothenburg. The true Stockholm time is 24 minutes in advance of that of Gothenburg.

Baths. Nya Kungsholmsbro-Gatan 16, near Rydberg's Hotel (Turkish and others; Pl. 6; D, 4); Gamla Norrbron 5 (Pl. 6; E, 4); Lilla Badstugatan 4

and others; Pl. 6; D, 4); Gamla Norrbron 5 (Pl. 6; E, 4); Lilla Badstugatan 4 (Pl. E, 6). Swimming Bath (Pl. 6; D, 5), at the N end of the Riddarholm; Ladies' Baths (Pl. 6; F, 4), adjoining the Skeppsholms-Bro, at the S.E. end.

Theatres. Stora Teatern (Pl. 40; E, 4; p. 323), admission from 1-4 kr.; performances throughout the year, beginning at 7 or 7.30. — Dramatiska Teatern (Pl. 41; E, 3); admission \(^{1}/\_{2}3\) kr. — Nya Teatern (Pl. 42; F, 3); \(^{1}/\_{2}-2\) kr. — Mindre Teatern (Pl. E, 3), Karl XII.'s Torget, a few paces to the W. of the Grand Hotel; \(^{1}/\_{2}-1^{1}/\_{2}\) kr. — Ladugårdslands-Teatern (Pl. 44; F, 2); \(^{1}/\_{2}-1^{1}/\_{2}\) kr. — Humlegårds-Teatern (Pl. 43; E, 1), open in summer only. — Södra (Pl. 45; F, 6). — In the Djurgård (p. 338) are a Theatre (Pl. I, 3), 'Athambra', and Circus, open in summer only.

Music in the afternoon and evening at Hasselbacken (see above) at

Music in the afternoon and evening at Hasselbacken (see above), at Novilla in the Djurgård, on the Strömparterre, at Blanch's Café in the

Kungsträdgård (p. 323), and in the Berzelii Park (p. 324).

Collections, etc.

\*National Museum (p. 328): \*Collection of Art and Weapons, on the 1st and 2nd floor, week-days (Mon. excepted) 11-3, Sun. 1-4 (on Wed., Thurs., & Sat. 50 ö', at other times free); Egyptian Collection, Tues. & Frid. 11-3, free; \*Historical Museum (Swedish Antiquities) and Cabinet of Coins, on the ground-floor, daily, 12-3 in summer, 12-2 in winter, free. On Monday the Museum is closed to the public, but strangers are admitted for a fee of 1 kr., on application to the door-keeper.

Natural History Museum (p. 328), Drottning-Gatan 94, Sun. and Wed. 12-2, free; Sat., same hours, 25 ö. Strangers admitted at other times for

12-2, tree; 5at., same nours, 20 0. Strangers admitted at other times for fee of 2 kr. Closed in Nov. and Dec.

Northern Museum (p. 324) Drottning-Gatan 71, open on Sundays, 1-9, and Mondays, Tuesdays, Thursdays, and Fridays, 11-5, admission 50 6.; First Annex', Drottning-Gatan 45, first floor, same times, fee 25 6; Second Annex', Drottning-Gatan 79, first and second floors; Wed. and Sat., 11-5, and Sun. 1-3, admission 25 6. Tickets admitting to all the sections 75 6. Adm at other than the stand times double fee.

75 6. Adm. at other than the stated times, double fee.

\*Konstförening (Art-union; p. 323), entrance at the N. end of the Tradgård-Gatan; daily, except Mondays, 11-3 or 11-4, admission 25 ö.; Sundays and belidays 19.

days and holidays, 1-3, admission 10 ö.

National Library (p. 328), week-days, 11-2.
Agricultural Museum (p. 324), Mäster-Samuels-Gatan 36 (Pl. C, 3), Wed. and Sat., daily, 12-2.

Förening för Nordisk Konst, Hamngatan (Pl. E, 3), daily 11-3 or 11-4; adm. 25 ö., Sun. 10 ö.

Industrial Exhibition (Slöjdföreningens Museum, p. 324), Brunkebergs-

Industrial Exhibition (Slöjdforeningens Museum, p. 524), Drunkedergs-Torg 15, Sun 1-4, week-days 11-5, adm. 25 0.

Collection of Models at the Polytechnic Schoot (Slöjdskolan, p. 324, Pl. 38; D, 3), week-days 8-10 and 3-5, Sun. 2-5.

Museum of the Caroline Institute (Pl. B, 4), Handtverkaregatan 3, a medical collection, daily on application to the 'Vaktmästare'.

Riddarholms Kyrka (p. 321), in summer (May-Sept.) Tues. & Thurs., 12-2, 25 ö., Sat. 12-2, free; in the other months, Tues. & Thurs. 12-2, on application to the 'Vaktmästare' at the Royal Palace (Riksmarskalks-Runnmer, edichining the guard-house). Rummen, adjoining the guard-house).

Riddarhuset (p. 321), on week-days, on application to the 'Vaktmästare', who is to be found till 3 p.m. in the antechamber on the first floor, to who is to be found and o p.m. in the left. Fee 1/2-1 kr.

Royal Archives (p. 322), week-days, 11-2.

Royal Palace (p. 318), daily, in the absence of the royal family.

English Church (Pl. 21; B, 2), in the Rörstrands-Gata.

Nothern M.

Principal Attractions. National Museum (p. 323); Northern Museum (p. 324); Konstförening (p. 323); Royal Palace (p. 318); Riddarholms Kurka (p. 321); view from the Mosebacke (p. 321); walks on the Skeppsholm (p. 338) and in the Djurgård (p. 338); view from Marieberg (p. 323); excursions to Drottningholm (p. 343), Gripsholm (p. 344), Ulriksdal (p. 342), and Vaxholm (p. 347).

Stockholm, the capital of the Kingdom of Sweden, and the seat of government and of the supreme courts of law, with 174,700 inhab., in 59° 20' N. lat. and 18° 5' E. long., lies at the influx of Lake Mälaren into an arm of the Baltic (Saltsjö). It possesses excellent harbours both in the Baltic and Lake Mälaren, which are the scene of busy traffic, except during the four or five months in winter when they are usually frozen over. The situation of the town on islands, on a plain, and on rocky hills, surrounded by water and islands in almost every direction, is exceedingly picturesque. Stockholm has therefore not inaptly been called the 'Venice of the North', and has sometimes been compared with Geneva also; but no such comparison can convey an adequate idea of the place, which differs in many respects from all others. The most striking peculiarity of the city consists in the fact that it lies in immediate proximity with primæval forests and rocky islands, where to this day there is hardly a trace of cultivation. Various modern improvements have been effected in the Norrmalm, or N. quarter of the town, but in the Södermalm, the Kungsholm, by the Observatory, and in the Skeppsholm and Kastellholm the bare granite rock is frequently seen protruding in the midst of the houses.

HISTORY. The most ancient national chronicles mention a settlement which lay on the site of the modern city of Stockholm, but which was very unimportant compared with Sigtuna (p. 352) or with Gamla Upsala (p. 357). — After the place had been repeatedly plundered and destroyed by pirates and hostile tribes (the Esths and Karelians, about the year 1188), Birger Jarl in 1255 fortified Staden, Helgeandsholmen, and Riddarholmen, the three islands now occupied by 'the city', protecting them with towers and walls, and constituting them the capital of his dominions. Since that period the history of Sweden, and particularly that of the numerous conflicts between the Swedes and Danes, has centred around Stockholm. It was long before the city extended beyond the limits of these three islands. The increasing population had indeed several times begun to occupy the mainland to the N. and S., but these settlements were as often swept away by the Danish besiegers (Margaret in 1389, Christian I. in 1471, and Christian II. in 1520). At length from the middle of the 16th cent. downwards the citizens were enabled to extend their borders in peace. Duping the regency in the reign of Christian, the daughter of Gustavus Adolphus, the precincts of the city were extended so as to embrace the N. and S. suburbs, the former of which was receted in accordance with a regular plan. In consequence of various great fires, the old timber-built houses have gradually been replaced with substantial stone edifices. In the 17th cent. the population was 15,000, in 1751 it had increased to 55,700, in 1800 to 75,500, in 1850 to 93,000, and in 1870 to 136,000, while on 31st Dec. 1882 the number was found to be 174,706.

Stockholm consists of the following quarters: —

1. Staden, 'the city', the oldest part of the town, situated on an island at the mouth of Lake Mälaren and on the two smaller adjacent islands Riddarholmen and Helgeandsholmen. It contains the Royal Palace, and is now the headquarters of the shipping and wholesale trade.

2. Norrmalmen, or the N. quarter, with the island of Blasie-holmen, which is now connected with the mainland, the handsomest part of the town, containing all the principal hotels, the railway-station, and the best shops, and consisting of substantial, regularly-built streets.

3. Ladugårdslandet, a quarter adjoining the Norrmalm on the E., the distinctive feature of which formerly consisted of its barracks. It now also contains numerous handsome private houses.

4. Kungsholmen, an island adjoining the Norrmalm on the S.W., the site of several hospitals and manufactories.

5. Södermalmen, or the S. quarter, which is the most extensive in point of area, but the least interesting part of the city.

6. Saltsjö-Öarne, or the Baltic islands of Skeppsholmen and Kastellholmen, containing naval and military establishments, and lastly Djurgårds-Staden, or the park suburb, with the adjoining Beckholmen.

All these quarters are connected by means of BRIDGES. by far the most important of which are the Norrbro (Pl. E, 4; see below) and the new Vasabro (Pl. D, 4), completed in 1878, connecting the Norrmalm with Staden, and Slussen (Pl. E, 6; p. 336), or the 'Sluice Bridge', connecting Staden with the Södermalm.

#### STADEN AND RIDDARHOLMEN.

The most interesting survey of the singularly picturesque site of Stockholm and of its busy harbour-traffic is afforded by the \*Norrbro (Pl. E, 4), a handsome bridge of seven arches completed in 1797, spanning the short river which forms the principal efflux of Lake Mälaren, and connecting the Normalm and Staden. It is constructed of granite, and is 125 yds. long and 20 yds. wide. Part of it stands on the N.E. side of the small Helgeandsholm, where, flanking the S.W. side of the bridge, there are a number of shops, the old buildings behind which are to be removed to make way for a new park. On the opposite (N.E.) side of the bridge is the \*Strömparterre (café, with music in the evening, see p. 315; steamboats to the Djurgård every 1/4 hr.), to which two handsome flights of steps descend.

'Hur präktigt speglar ej den strömmen af Torn, hjeltestoder, slott og sångartempel, Och aftonrodnan öfver Riddarholmen, Der Sveriges ära sofver under marmor!'

(How magnificently do the tower, heroes' statues, palace, and temple of the Muses reflect themselves in the stream, and the evening red over the

Riddarholm, where Sweden's honour sleeps beneath marble.)

From the S.E. end of the bridge a broad and massive quay, constructed of granite like all the others at Stockholm, extends to the E. and S., along the E. side of Staden. This is Skeppsbron, the landing-place of most of the large sea-going steamers, as well as of numerous local steam-launches. Approaching Staden from the N., we observe on the right the Mynt-Torg and the old Mint, a building with a façade of four columns, now occupied by various public offices. The Mynt-Gata leads thence to the Riddarhus-Torg (see p. 321).

On a rocky height at the S.E. end of the Norrbro rises the \*Royal Palace (Pl. E. 4), begun on the site of an earlier edifice by Nicodemus Tessin, a Swedish architect, in 1697, in the Italian Renaissance style. The work was interrupted by the wars in which Charles XII, was engaged, but was at length completed by Count Carl Gust, Tessin, Hårlemann, and Cronstedt in 1753. This massive edifice, consisting of a ground-floor, an entresol, and two upper stories, with a flat roof, forms a rectangle 135 yds. in length and 127 vds. in width, and encloses a court which is nearly square in shape. The N. and S. façades are adjoined by four lower wings, extending to the E, and W., so that the N, facade is double the length of the central building. The N.W. portal, facing the bridge, is approached by a handsome carriage-drive, constructed in 1824-34, and called Leionsbacken from the bronze lions, cast in 1704, with which it is adorned. On the S.W. side of the palace are two detached buildings forming a small semicircular outer court, one of them being the chief Guard House. On the N.E. side, between the projecting wings, is a small garden called Logarden or 'lynx-yard', which is said to derive its name from a small menagerie once kept here. It affords a fine view of the harbour, and communicates with Skeppsbron by means of a flight of steps, but is not open to the public. The central quadrangle on the other hand, with the N.W., S.W., and S.E. portals, is always accessible. The private apartments are shown daily in summer, during the absence of the royal family, while the public rooms (Festivitets-Våningen) may be visited at any time. The rooms on each floor are shown by a different attendant (vaktmästare: fee 1-2 kr.).

The Principal Entrance is on the S.W. side, adjacent to the Guard House. Passing the sentinel posted here, we turn to the left in the gateway and ascend a handsome staircase leading to the Second Floor. Here, on the right, are the sumptuous state apartments known as the Festivitets-Våning, once occupied by Charles XIV. John. Passing through the Life Guard Saloon, embellished with arms, the Concert Room, and the Audience Room, with ceiling paintings illustrative of the history of Alexander the Great by Jacques Fouquet (1700) and some old tapestry, we enter the Red Saloon, embellished with allegorical ceiling-paintings by Fouquet with reference to the youth of Charles XII., several busts in marble, and a valuable silver candelabrum of the time of Charles X.— Farther on we come to the Grand Gallery, 52 yds. long and 7½ yds. wide, richly decorated with stucco, marble, and gilding. The handsome doors carved in oak by Henrion in 1696-99, were designed by Fouquet. Ceiling-paintings also by Fouquet, those in the side cabinets being illustrative of war and peace. This apartment and the following contain a number of sculptures in marble by Fogelberg, Byström, Molin, and others.— The Great Banqueting Saloon, known as Hvila Hafvet ('the white-sea'), a name derived from its white stuccoed walls, 45 yds. long and 38 yds. wide, was formed in 1845 of two rooms originally separate. The ceiling-paintings are by Italian painters of the first half of the 18th century.— The Blue and the Red Cabinet, and the Bedroom in which King Charles John died, are also shown.

The First Floor of the same wing (on the right of the visitor ascending the staircase) contains the Privy Council Rooms, the Seraphim Saloon (for the knights of the Seraphim Order, the highest in Sweden, which is said to have been founded in 1276-90, and was reconstituted in 1748 and 1814), and the Riks-Sal or Imperial Hall, where the ceremony of opening the representative Chambers takes place. — On the left (of those ascending the staircase) are the King's Apartments, adjoined by the Queen's Apartments. The latter, in the N.E. wing, are entered from the passage leading to the Logard (p. 318). These apartments contain numerous portraits of members of the royal family, sculptures by Swedish masters, pictures by Scandinavian artists, magnificent gifts presented by foreign sovereigns, and other objects of value; but a visit to them will hardly repay a traveller whose time is limited. — The S.E. wing contains the Palace Chapel (service on Sundays at 11 o'clock).

The S.E. façade of the Palace, embellished with a colonnade, looks towards the Slottsbacke, or Palace Hill (Pl. E, 4), a handsome plats descending to the Skeppsbro. The Slottbacke is adorned with an Obelisk, 100 ft. in height, erected in 1799 by Gustavus IV. in memory of the loyalty of the citizens of Stockholm during the war against Russia in 1788-90, while the attitude of the nobility was hostile to their sovereign. At the foot of the Slottsbacke, on the Skeppsbro, rises the finely executed \*Monument of Gustavus III. (Pl. E, 4), by J. T. Sergel, a Swedish sculptor, erected in 1808 by public subscription in honour of that

chivalric monarch. The rudder on which the statue of the King leans is an allusion to his naval victories. This point commands a fine view of the harbour and the Skeppsholm.

The Governor's House (Öfverståthållare-Huset; Pl. 30; E, 5), on the S.E. side of the Slottsbacke, which possesses a handsome court, was erected by the distinguished architect Nicod. Tessin (p. 318), to whom it originally belonged.

At the S.W. end of the Slottsbacke rises the Storkyrka (Great Church; Pl. 27; E, 5), which, according to the inscription, was founded by Birger Jarl in 1264, and entirely rebuilt in 1726-43. The unpleasing tower is 184 ft. in height. In the interior, which consists of a nave with double aisles, is a valuable altar-piece in silver, ivory, and ebony, embellished with 18 scenes from the Passion (beginning of 17th cent.). An interesting candelabrum with seven branches, of the 14th cent., presented by King Magnus Smek, a picture by Ehrenstrahl (d. 1698), ancient tombstones, and the rich treasury of silver vessels are also objects of interest. (The Klockare or sacristan lives at Syartman-Gatan 22; fee ½-1 kr.)

A short street leads from the Slottsbacke to the S. to the Stor Torg (Great Market; Pl. E, 5), the central and highest point of the old town, on the N.W. side of which rises the Exchange (Pl. 12), where business begins at 1.30 p.m. daily. In this market-place several tragic scenes have been enacted. In 1280 Magnus Laduläs caused three members of his own family to be executed. In 1437 Erik Puke, and in 1605 the royal counsellor Bjelke were also beheaded here. The saddest event in the annals of the city, known as the Stockholm Blood Bath, took place in the Stor-Torg on 10th and 11th November, 1520, when Christian II. of Denmark caused a great number of his opponents to be executed here with a view to consolidate his power in Sweden, but with the result that the Danes were soon afterwards expelled from the country.

Numerous steep lanes, called Brinkar and Gränder, intersected by transverse streets, descend from the Stor-Torg to the Skeppsbro to the E., and to the Stora Nygata to the W., forming the head-quarters of the humbler class of tradesmen, whose Swedish characteristics will interest many travellers.

In the Svartman-Gata, to the S.E. of the Stor-Torg, rises the Tyska Kyrka or German Church (Pl. 28; E, 5), erected in 1636-42 on the site of an earlier edifice, but severely damaged by a fire in Oct. 1878, on which occasion the tower with its set of chimes resembling those in Holland was burned down. The pulpit and the altar were presented by German merchants in the 17th century.

We now descend to the S.W. to the Stora Nygata, which leads to the N.W. to the Riddarhus-Torg. At the S.E. end of the Nygata lies the Kornhamns-Torg ('corn-harbour market'; Pl. E, 5), where we may turn to the left to Slussen, leading to the Södermalm, or to the right to the Mälar-Torg and the Kött-Torg ('meat-market';

Pl. E, 5), which is intersected by the railway. These quays command fine views of the picturesque hills of the Södermalm. To the N. of the Kött-Torg we next reach the Munkbro (Pl. D, 5), the busiest scene of the market-traffic of Stockholm, and the landing-place of many of the smaller Mälaren steamers. No. 2 in the Lilla Nygata, which diverges from the Munkbro to the S.E., is the Petersenskahus, once the property of Queen Christina, and recently restored.

The RIDDARHUS-TORG (Pl. D, 5), bounded on the N.W. side by the Riddarhus and the Town Hall, is adorned with a **Statue of Gustavus Vasa**, designed by L'Archevêque, and erected in 1773 by the Swedish nobility on the 250th anniversary of the day when the king entered Stockholm and delivered his country from the oppressive Danish yoke. On 13th July, 1756, Count Brahe, Barons Horn and Wrangel, and others were brought to the scaffold here for the crime of conspiring to undermine the constitution. On 10th June, 1810, Marshal Axel v. Fersen fell a victim here to the fury of the populace, who were seriously alarmed by the sudden death of the crown-prince, and believed that he had been poisoned by the marshal.

The Riddarhus (Knights' House; Pl. 35; D, 5), a brick structure, erected in 1648-70 from designs by Simon de la Vallée, is adorned with Latin inscriptions and allegorical figures on the façade. On the first floor is a large room embellished with the armorial bearings of all the Swedish nobles, and with ceiling-paintings by Ehrenstrahl, where the Upper Chamber held its meetings down to 1866. A room on the ground-floor contains portraits of all the marshals of Sweden from 1627 to 1809, who have been presidents of the Upper Chamber, with the exception of General Lewenhaupt, who was blamed by the nobility for their want of success in the war against Finland in 1740-43, and beheaded in 1743. Admission, see p. 316.

Adjoining the Riddarhus, on the opposite side of the Riddarhus-Gränd which leads to the N.W. to the Vasa Bridge, rises the **Town Hall** (Rådhuset; Pl. 34; D, 5), once the palace of Count Bonde, the royal treasurer, and converted to its present use in 1731. The Council Chamber contains several antiquities connected with the history of the town. (Apply to the 'vaktmästare.')

From the Riddarhus-Torg a bridge leads to the S.W. to the RIDDARHOLM (Pl. D, 5), on which rises the \*Riddarholms-Kyrka (Pl. 25), with its conspicuous perforated spire of cast iron, 290 ft. in height. It was formerly a church of the Franciscans, and has for centuries been the burial-place of the kings and most celebrated natives of Sweden. The building is in the Gothic style, but has been disfigured by Renaissance additions and alterations. Divine worship has not been performed here since 1807, except on the occasion of royal funerals. The principal entrance is at the W. end. (Admission, see p. 316.)

The walls of the church are embellished with the armorial bearings of knights of the Serophim Order (p. 319), and the pavement is formed of tembstones. Flanking the high altar are the Monuments of Kings Magnus Ladulås (d. 1320) and Charles VIII. (d. 1470), erected during the reign of John III. in the 16th century. On the right (S.) is the Burial Chapel of Gustavus Adolphus (Gustavianska Grafkoret), constructed in 1633 in accordance with instructions given by the king in 1629 before his departure for Germany. Since 1832, the 200th anniversary of the famous monarch's death (at the battle of Lützen, 6th Nov. 1632), his remains have reposed in a green marble sarcophagus, executed in Italy by order of Gustavus III. for the reception of the body of his father Adolphus Frederick, but unused till 1832, when the remains of Gustavus Adolphus were transferred to it by Charles XIV. John. It bears the simple inscription: Gustavus Adolfus Magnus. Between the windows of the chapel are placed Austrian, Russian, and other flags as trophies of the king's victories. In the vault below are interred Maria Eleonora of Brandenburg (d. 1655), the queen of Gustavus Adolphus; kings Adolphus Frederick (d. 1771), Gustavus III. (d. 1792), and Charles XIII. (d. 1818), with their queens, and other members of the Holstein-Gottorp family. — On the onposite (N.) side of the church is the Caroline Chapel (Karolinska Grafkoret), constructed in 1686-1743. It contains the sarcophagus of Charles XII. (d. 1718), in black marble. on which is placed a lien's skin in brass, with a crown, sceptre, and sword. To the right is the marble sarcophagus of Frederick I. (d. 1751), and on the left reposes his queen Ulrica Elecnora (d. 1742), sister of Charles XII. Between the windows are trophies formed of captured Polish, Danish, and Russian flags. In the vault be-low are interred Charles X. Gustavus (d. 1660), Charles XI. (d. 1697), and their queens, and several princes of the Vasa family. — Adjoining the Chapel of Gustavus, on the S. side of the choir, is the Bernadotte Chapel (Bernadotteska Grafkoret), designed by Prof. Scholander, and constructed in 1858-60. A massive sarcophagus of porphyry here contains the remains of Charles XIV. John (Bernadotte, d. 1844). The vault below contains the coffin of his queen Desideria (d. 1860), and those of Oscar I. (d. 1859) and Charles XV. (d. 1872), the queen of the latter, and several members of the royal family.

In the aisles of the church are the burial-vaults of Count Lewenhaup!, adorned with numerous Russian flags: Counts Wachtmeister & v. Fersen, also with Russian flags: Count Torstensson, with a marble bust of Marshal Lennart Torstensson (d. 1651), with numerous Austrian and other flags: Count Vasaborg, with Austrian flags: Marshal Banér (in the centre of the S. aisle, visible through a pointed doorway), with the armour of the marshal (d. at Halberstadt, 1641) and many Austrian flags; and lastly the Stryks Family, with Russian, Polish, Austrian, Danish, Saxon, and

other flags.

On the Riddarholm are also situated the Riksdagshus or Assembly Hall of the Chambers (Pl. 36; D, 5), originally erected in 1794, but rebuilt in 1866, occupying the site of the old Franciscan monastery; the Svea Hofrätt (Pl. 18; D, 5), which was occupied by the royal family in 1677-1754, previously to the completion of the palace; and the Riks-Arkiv (Pl. 5; D, 5; adm. p. 316).

In the centre of the island is the BIRGER-JARLS-TORG, embellished with a \*Statue of Birger Jarl in bronze, which was designed by Fogelberg, and erected by public subscription in 1854.

The Railway Bridge (toll 2 ö.; p. 292), crossing from the Riddarholm to the mainland to the N.W., has a foot-way on the N.E. side, from which a path descends to the Strömsborg (Pl. D. 4), a small island containing a restaurant and baths.

At the N. end of the Norrbro lies the Gustaf-Adolfs-Torg (Pl. E, 4), in the centre of which rises a lofty pedestal of Swedish granite and marble, bearing an equestrian Statue of Gustavus Adolphus, in bronze, designed by L'Archevêque in 1777, but not erected till 1796. The pedestal is adorned with bronze reliefs of the Swedish generals Torstensson, Wrangel, Banér, and Königsmarck. On 6th Nov., the anniversary of the celebrated king's death, crowds of Stockholmers assemble round the monument, singing hymns and particularly the lines composed by Gustavus himself before the battle of Lützen ('Förfäras ej du lilla hop'; i. e. 'fear not, little band').

On the W. side of the market-place rises the Palace of the Crown Prince (Pl. 31; D, 4), erected in 1783-93, and now unoccupied. The principal building on the N. side is the Hotel Rydberg; and on the E. side is the Stora Teater (Pl. 10; E, 4; p. 315), designed by Adlercrantz, and erected by Gustavus III. in 1775-82, who dedicated it to the 'National Poetry' (Patriis Musis) of which he was an ardent admirer and patron. Among the visitors to the court of Gustavus were Kellgren, Lidner, Leopold, and Bellman, the chief founders of Swedish literature. It was in this theatre, at a masked ball on 16th-17th March 1792, that Gustavus III. was assassinated by Capt. Ankarström.

Immediately to the N. of the Theatre is the Jacobs-Kyrka (Pl. 23), where Marshal Horn is interred (d. 1659), adjoining which on the E. is the Kungsträdgård ('King's Garden'; Pl. E. 3), adorned with statues of two Swedish monarchs, and embellished with avenues and flower-beds. At the end of the promenades next to the quay rises the \*Statue of Charles XII., by Molin, surrounded with four mortars captured by that king, after which this part of the quay is called Carl XII's Torg. (Steamers to Alkärret, see p. 315.)

The \*Fountain in the centre of the grounds, also by Molin, is embellished with handsome bronze statues of northern river and marine gods. — Nearly opposite the fountain, on the E. side of the grounds, rises the Dramatiska Teater (Pl. 41; p. 315), erected in 1842.

A little to the N. of the fountain rises the Statue of Charles XIII., the least popular of all the kings of Sweden, erected by Charles XIV. John to the memory of his adoptive father. It was designed by Prof. Göthe and cast at Paris. The handsome lions at the foot of the monument are by Fogelberg. — To the N.W. of the statue, and adjoining the Hamn-Gata, is the building of the \*Konstförening (Pl. 19; E, 3), with Blanch's Café (p. 312) on the ground-floor. The entrance to the picture-gallery of the Konstförening, which deserves a visit (see p. 316), is on the W. side of the building, in the Trädgårds-Gata. The collection consists of

modern works by many of the most eminent Swedish artists, some of which are the property of members, while others are for sale.

A little to the E. of the Kungsträdgård, and adjoining the Hamn-Gata and the Nybro, is the shady Berzelli Park (Pl. E, 3), named after a Statue of Berzelius (d. 1848), the chemist, by Qvarnström. Adjacent is Bern's Salong, a favourite café, where a band plays in the evening (p. 312). To the N.E. is situated the Ladugårdsland quarter of the city. To the S. of the Berzelii Park is the Varendorf Gata with the new \*Synagogue (Pl. 39; E, 3), designed by Prof. Scholander and erected in 1870.

On the Blasieholms-Hamn, at the S. end of the Kungsträdgård (Pl. E, F, 4), are situated the *Grand Hotel* (p. 311) and the *National Museum* (see p. 328).

From the Gustaf-Adolfs-Torg (p. 323) diverge several of the most important streets in Stockholm, containing the best shops. To the W. runs the busy Fredsgata, at the end of which, on the right, is the Academie för de fria Konsterna (Pl. 1; D, 4), founded in 1735 for the education of painters and sculptors. Near it is the Post Office (Pl. 33; D, 4).

To the N.W. of the Fredsgata runs the long and well-built Drottning-Gata, nearly parallel with which is the important Regerings-Gata, diverging from the Gustaf-Adolfs-Torg. Between these streets lies the Brunkebergs-Torg (Pl. D, 3), which occupies the site of a considerable sand-hill, removed to make way for this market-place. At the S.E. corner is the Kung Karl Hotel (p. 311). and at No. 15 is the Slöjdföreningens-Museum ('mechanical union'; adm., see p. 316). In the Beridarebans-Gata, a little to the N.W. of the Brunkebergs-Torg, is the Central Gymnastic Institution (Pl. 17; D, 3), established in 1813 through the influence of P. H. Ling (d. 1839). In the Mäster-Samuels-Gata, a few paces to the N.W., are the handsome Slöjdskola (Pl. 38; D, 3), or Mechanical School, containing a library and collection of models (adm., see p. 316). and the Landtbruks-Academiens Museum, or Agricultural Museum (adm., see p. 316). On the opposite side of the street, at the corner of the Beridarebans-Gata, is the Landtbruks-Academiens Bibliotek (Pl. 2; library open Wed. and Sat., 12-2).

Between the Drottning-Gata and the Railway Station is situated the Clara-Kyrka (Pl. D, 3), erected in 1751-53 after the destruction by fire of an earlier church founded in 1285. It contains sculptures by Sergel. ('Klockare', Klara Vestra Kyrkogatan 14 A.) In the adjoining churchyard the poet Bellman (d. 1785; p. 338) lies buried.

In the Drottning-Gata (No. 71, A, C), about 7 min. to the N.W. of the Clara-Kyrka, is situated the \*Northern Museum (Pl. 13; C, 2), a very interesting collection of Scandinavian curiosities, founded by Dr. Arthur Hazelius in 1873. The 'First Annex', containing the Norwegian department, is at No. 45, about 150 yds.

farther down the street on the same side, and the 'Second Annex' is at No. 79, a few doors above No. 71. The entrance to the principal collection is in the S. pavilion, No. 71 A. The attendants are women in the picturesque costumes of Darlecarlia. (Admission.

see p. 316.)

I. Room. On the left, "Interior of a house in the district of Ingelstad in the province of Skane, with figures in the costume of the end of last century; kitchen from the province of Halland, first half of this century; Vingåkerstuga from Södermanland, 1820, with the figure of a girl receiving presents on the day of the third proclamation of her bans of marriage. On the opposite side of the room are glass cases containing tools and various utensils, bridal trinkets, gloves, head-dresses, etc., chiefly of the 18th and 19th centuries.

II. ROOM. On the right is a glass press containing tankards, drinking cups, ornaments, tools, and several 'pilehankar' and 'pilebojar', or ligatures made of willow, and actually used by the peasantry as charms down to the present day. In the centre is a stand with 30 movable frames containing views and figures in curious and picturesque costumes. On the walls are primitive horse-collars, a Runic staff, tools, etc., chiefly

from Småland and Östergötland.

III. ROOM. In glass-cases by the windows are bridal trinkets from Skåne, including several of the silver spoons which brides wore suspended by chains, and afterwards used by the bride and bridegroom at table.

IV. Room. Group from the Härad of Vemmenhög in Skåne, Ancient

looms and woven stuffs.

We next visit the North Pavilion, on the other side of the Gar-

den. Entrance, Drottning-Gatan, 71, C.

The small room to the right of the entrance contains objects from Denmark; that on the left, articles of dress worn by Swedish settlers

in Finland and Esthonia.

I. ROOM. On the left a glass-press with girls' caps, head-dresses, trinkets, gloves, etc., from Helsingland. Opposite is a press with wooden beer-tankards, wooden mortars for pounding coffee, a primitive hurdygurdy, and rustic horns. The presses on the other side of the room contain costumes, utensils, musical instruments, etc., from Finland. The 30 rotatory frames of the stand in the centre contain figures in German

and Danish costumes.

II. ROOM. On the right, a sledge said to have been once used by Charles XII. during his last campaign against Norway. Rustic group of five figures in Helsingland costumes. Another group, in costumes of the same district, represents two lovers surprised by paterfamilias. Weaving looms from Lapland. In the glass-cases flanking the window-wall are (beginning from the entrance to the room) old armour, weapons, and tools, numerous 'bogskott' (shoulder-pieces for horses) in elk-horn, curious pocket-knives, locks and keys, Runic staves, beggars' clubs (which used to be given to beggars to enable them to get relief at the next house they came to), watchmen's staves, etc., from Helsingland. Then, from Herjedalen, a case with very miscellaneous contents, including a 'pan ring', made of pieces of wood placed edgewise, and used as a stand for hot pans; also a specimen of 'fadbröd' partly made of bark. Next from Jemtland, Angermanland, Lapland and elsewhere, spoons, pouches, ladles, dolls manufactured by Esquimaux women in Greenland; model of a Greenland canoe, belts, 'kastbräder til fogelspit' (a kind of game), etc.

III. Room. Costumes, etc., from Helsingland. Objects from Green-

land. Curious old horse-collars.

We next visit the 'First Annex', containing the Norwegian department. Entrance, Drottning-Gatan 45. (Admission, see p. 316.)

I. (ENTRANCE) ROOM. Old wood-carving.

II. ROOM. On the right numerous 'rullefjöl' (pieces of wood used for mangling linen by hand), some of them elaborately carved and painted; horse-collars; ornamental sledges; curious carved cabinet of 1647 between the windows, with scenes from the creation, fall, and redemption of man; small cabinet carved in oak, 1650; carved bedstead, 1667. In the centre a stand with 30 revolving frames containing Norwegian views and figures in national costume; and a figure of a Norwegian student, with his distinguishing cap and tassel.

III. Room (to the left of the 2nd). Glass press containing wooden

tankards, carved and painted.

IV. Room. On the left, glass cases with embroidery, trinkets, belts, etc.; then a rudely carved and painted bedstead; another glass case contains handsome old belts formerly worn in the Sætersdal. The glass cases by the windows are filled with powder-horns of the 16th-18th centuries, iron tools, knives, snuff-boxes, etc. In the centre and on the walls are old halberds, spears, and other weapons. Group of figures in the costume of Thelemarken.

V. ROOM. On the walls and in the glass press are numerous wooden ale-bowls, painted and carved, some of them very large, the finest being in the press. In the glass case to the left of the press, stones used for smoothing linen, etc. Glass case to the right: carved boxes, 'Tejer' (a kind of basket or sieve used for separating cheese from the whev), and two 'Budstikker' (wooden cases for official messages, which the peasantry of each district were bound to carry to a certain point, where they were planted in the earth to await their conveyance through the next district). In the glass-cases by the windows, wooden spoons and buttermoulds, some of them tastefully carved; ale-goblets in the shape of geese and other birds, etc., chiefly of the 18th cent.; then a number of 'Eiskilskoppe' (a kind of goblet) and 'Koks' (small vessels with handles). To the left of the windows is a 'Kubbestol' (chair formed of a Kubbe or trunk of a tree), with a number of human teeth driven into it in accordance with a superstitious practice of thus disposing of decayed teeth for the purpose of warding off toothache in future. A glass case adjacent exhibits a fine collection of silver trinkets. Group from Numedalen.

VI. Room. On the left a glass case with relics of the flint, bronze, and early iron periods; two others with old swords, axe-heads, etc. -- A glass press with candlesticks and lamps.

The 'Second Annex', containing a large and very miscellaneous collection, occupies the first and second floors of No. 79 Drottning-Gatan. (Admission, see p. 316.)

FIRST FLOOR. In the Vestibule a handsome old carved cabinet; finely adorned harness; equipments of a wolf-hunter in former days; female

ornaments made of coins.

Room I. On the right, uniforms, helmets, etc., chiefly of the 18th and 19th centuries. At the second window a curious old horse-bit found in 1634. On the adjacent wall are hung two old 'lyktor' (lanterns) from a man-of-war. Between these stands a portrait-figure of Charles XII. Opposite the windows a leathern jacket worn by Gen. Akrett at the Battle of Leipsic.

Room II. On the right a glass press with goblets, powder-horns, seals, jewel-cases; on the second shelf from the top is a rude wooden 'kåsa' (a kind of bowl) with an ornamental handle resembling a screen, bearing baronial coats-of-arms, and dated 1681. By the door a kind of steelyard in wood. 1st Window: a distaff of 1727. Then a glass case with dolls and infants' clothing, 1600. Between the 2nd and 3rd windows: richly embroidered purses and pouches. 3rd Window: primitive stained glass, including 'Daniel, 1503'; old porcelain. On the adjoining wall a handsome mule-cloth in worsted-work with armorial bearings. In the centre two stands containing richly embroidered articles of dress, elaborate tapestry, curious old lace and needlework. Between these stands is another with 30 revolving frames exhibiting figures in French and other costumes.

Room III. (small room to the right of the entrance to the 2nd Room). Rich costumes and uniforms, including a 'brudstubb' (bridal petticoat) and a muff of 1700. Perambulator used by Charles XV. when a child. Room IV. (beyond the 2nd Room). Handsome carved cabinets and

chests; oaken bedstead from Aalborg in Denmark; earthenware beermugs. To the left of the entrance to the next room, remains of the gun used by Vahlberg (d. 1856), the naturalist, in Africa.

Room V. Opposite the windows a glass press with reminiscences of Gustavus III., Oscar I., Charles XV., etc. - In the centre 30 revolving

frames with portraits and autographs of celebrated Swedes.

Room VI. Interesting collection of strong boxes or safes belonging to the various guilds of Stockholm. Those of the smiths, opposite the windows, have extraordinarily complicated locks (1727). That of the brassfounders, by the entrance to the next room, is handsomely mounted in brass (1678). In the glass press, metal tankards and goblets and curious old money-boxes.

Room VII. Guild-seals from various parts of Sweden. To the right, by the window, well-executed bookbinders' stamps. In the door-

way to the next room, bread-stamps, 17th century.

Room VIII. Pottery and smith's work.
Room IX. Four handsome embossed water-vessels in copper, 17th century. In the window a copper 'kylbäcken' (cooling-vessel) and mortars, 16th and 17th centuries. In the glass-cases, brazen candlesticks, etc. — On one of the walls are hung handsome old brazen bed-warmers.

SECOND FLOOR. Turning to the right, we enter the —

1st Room. On the right several 'kafveldon' (mangle-rollers), horsecollars, wooden steelyards. 2nd Window: wooden locks from Vermland. Harness-pins in bone, 1650. Glass-press with curiosities from Vermland;

in the centre an iron candlestick used by itinerant musicians.

2nd Room. On the right, cowherd's horns and other rude instruments, almanac staves, a 'skarfstock' etc.; then a 'bykladd' (parish register), or staff inscribed with the names of 100 landowners in the village of Färnäs and its public accounts down to 1857. 1st Window: numerous 'kassticka' from Dalecarlia. 2nd Window: gorgeous bridal ornaments and trinkets. In the centre three glass-cases with remains of tools of the flint period. Opposite the windows: cradles, ironing stones, women's caps, etc. Room from Rättvik in Delecarlia.

3rd Room (to the right of the entrance to the 2nd). Rustic costumes,

distaffs, reels, and bobbins.

4th Room (beyond the 2nd). Locks; walking-sticks with metal handles used as axes: knife-cases. Group from Mora and Orsa in Dalecarlia.

5th Room. 2nd Window: a glass case containing carved wooden spoons and others with movable rings cut out of a single piece. On the right side of the window, several pan-rings. 3rd Window: Rude old horse-bits and portions of harness. Numerous horse-collars. In the centre, remains of ancient canoes.

6th Room. 1st Window: several handsome 'lunor'. In the window a 'julbock' in straw (used as a plaything at 'Yule'). In the centre a stand with 30 revolving frames with views and costumes. A collection of costumes, etc.; also several 'vägglusbräder', drilled with holes ('bugtraps'). Runic staves from Uppland.

7th Room. Old book-bindings; carved reading-desk; church-stall from Ronneby near Karlshamn; several 'nycketharpor' ('key-harps', elaborate stringed instruments).

In the 8th Room, costumes, etc.; in the 9th, ecclesiastical relics; in the 10th, figure of a convict in irons, wooden stocks, an executioner's axe, etc.

Just beyond the last-named collection the Rörstrands-Gata diverges to the S.W., in which is situated the tasteful Gothic English Church (Pl. 21; B, 2).

On the right in the Drottning-Gata, nearly opposite the Rörstrands-Gata, is the Academy of Science (Vetenskaps-Academi; Pl. 4; C, 1), founded by Swedish savants in 1739, and endowed by government in 1741. The first director was Karl v. Linné (Linnaus; 1707-78), the celebrated botanist. The academy now numbers 175 members, of whom 75 are foreigners. The building also contains the valuable \*Natural History Collection, the property of the state, comprising numerous specimens of northern fauna, minerals, etc. (adm., see p. 316).

A few paces to the E. of the Academy of Science rises the Adolf-Fredriks-Kyrka (Pl. C, 1, 2), designed by Adlercrantz, erected in 1768-74, and containing an altar-piece (the Resurrection) in plaster, by Sergel. There is also a monument here to Descartes (d. at Stockholm, 1650), the famous French mathematician and philosopher, whose remains were removed to Paris in 1661.

In the Drottning-Gata, on the left, a little beyond the Academy of Science, is the handsome *Technological Institute* (Pl. 46; B. 1), designed by Prof. Scholander, and erected in 1863, adjoining which is the *Bergskola* or School of Mining. The library and collections of these establishments are open to the public on Mondays and Thursdays, 12-2 o'clock.

On a height at the end of the Drottning-Gata rises the **Observatory** (Pl. B, 1), erected in 1748-52, commanding a fine view of the city ('vaktmästare' 25 ö.).

About 7 min. walk to the E. of the Adolf-Fredriks-Kyrka, and the same distance to the N. of the Berzelii Park (p. 324), is situated the Humlegård (Pl. E, 1), a park laid out in the 17th cent., with fine old avenues, and, as its name imports, occupying the site of an old 'hop-garden'. Near the S. side of this park rises the Riks-Bibliotek or National Library (Pl. 11), designed by Dahl, and erected in 1870-76, containing upwards of 200,000 printed books and 8000 MSS. (admission, see p. 316). Among its treasures may be mentioned the gigas librorum, being a collection of 300 large charters and deeds on parchment, dating from the 9th-13th centuries; and a Latin Bible with notes made by Luther in 1529; both taken by the Swedes during the Thirty Years' War, the former from Prague, the latter from Wittenberg.

### THE NATIONAL MUSEUM.

At the S. end of the Blasieholm (p. 324) rises the \*National Museum (Pl. F, 4), designed by Stüler of Berlin, and erected in 1850-65, a handsome edifice in the Renaissance style, with roundarched Venetian windows, and a portal of greenish Swedish marble. Over the portal are placed medallion-reliefs of six famous Swedish scholars and artists: Fogelberg, the sculptor; Ehrenstrahl, the painter; Linnæus, the botanist; Tegnér, the poet; Wallin, the Orientalist; and Berzelius, the chemist; and statues of Tessin, the architect, and Sergel, the sculptor. The museum comprises the following collections: on the Ground Floor the Historical Museum and the Cabinet of Coins; on the First Floor the Drawings

and Engravings, antique and modern Sculptures, and a collection of Armour and Weapons; on the Second Floor the Picture Gallery and Collection of Costumes. Admission, see p. 315; catalogues in the different departments, and at the entrance.

On entering the handsome vestibule, where sticks and umbrellas are given up on the left (2 ö. each), we observe three colossal statues of northern deities in marble by Fogelberg: below, on the right, is Odin, on the left Thor, and above them Baldur. Opposite the entrance a few steps descend to the —

Ground Floor, which contains the admirably arranged -

\*\*Historical Museum, or Museum of Swedish Antiquities, an interesting collection of great value, founded in the 17th cent., and recently much extended by the efforts of Hr. Hildebrand. It now consists of all kinds of objects for domestic, agricultural, and ornamental uses, weapons, implements, etc., from the prehistoric period of Swedish culture down to the present time.

A glass-door leads into the Vestibule, where a copy of the excellent Catalogue by O. Montelius may be purchased  $(1^{1}/2 \text{kr.})$ . The numbers in the catalogue are now, however, different from those on the objects themselves.

Rooms I. & II. contain Objects of the Flint Period, a prehistoric era when the use of metal was unknown, and when the primitive implements of the chase and others were made of flint, bone, or wood. The principal objects here are arrow-heads, axes, earthenware vessels, and amber-beads, most of which were discovered in ancient tombs. (No 'Kjøkkenmøddinger', or kitchen-middens, like those in Denmark, have been found in Sweden.)

Room III. Press 137. Objects of the Bronze Period, an epoch supposed to have begun in Sweden about a thousand years before Christ, when its inhabitants came for the first time into contact with the more civilised natives of Asia and S. Europe. They probably obtained their bronze from the south, and many of the relies exhibited here must have been imported in a finished condition (e.g. the shield E in the upper part of Press 2). Among the objects which are believed to be of Scandinavian manufacture, those of the earlier bronze-period are particularly well executed and tastefully ornamented (as the axe M in the lower part of Press 2; the sword A in Case 22). The only other metal known at that period to the inhabitants of the north seems to have been gold (see

that period to the inhabitants of the north seems to have been gold (see Press 4, upper part; Case 11, by the window).

Presses 38, and follg. Objects of the Iron Age. Shortly before the Christian era the Swedes became acquainted with iron and its uses (a metal which was known to the Egyptians between two and three thousand years, and to the Greeks upwards of one thousand years earlier). About the same period they also began to use silver, glass, ivory, and foreign coins, chiefly Roman, which last are especially valuable as they aid us in fixing the date of their probable introduction into the country. The objects of the earlier iron period, and even those of native origin, are generally remarkable for their tasteful forms and refined ornamentation, a circumstance probably to be ascribed to the influence exercised by the culture of the Roman imperial epoch even upon nations far beyond the confines of the great empire'. Several imported Roman objects are to be seen (e.g.) in Press 39: A and B. Bronze vessels, F. Bronze statuette of Juno, J. Bull; in Press 43, glass goblets. Cases 47-56 contain gold trinkets of the earlier iron age: necklaces, rings, and gold 'bracteates' (i.e. thin bracteae or plates of metal stamped on one side only, and used as ornaments), some of them bearing Runic inscriptions.

Presses 91, 92, and Table 93, contain handsome swords, shield-knobs, etc., in bronze, silver, and iron. — Under letter M, in Case 95, are four small slabs cast in bronze, probably belonging to a belt, and interesting on account of the figures of men and animals upon them, which afford us an idea of the costumes worn during the latest period of paganism. Here, too, are a number of handsome silver and bronze buckles.— During the last centuries of the iron age (about A. D. 700-1050), after the decline of Roman influence, an entirely new and national taste gradually developed itself, its chief outcome consisting of rich ornamentation formed of flourishes, serpentines, and fantastic figures of animals. To this period belong the trinkets and other objects of the 9th-11th centuries in Cases 57-96. Numerous foreign coins, including Arabian, German, Bohemian, Dutch, Anglo-Saxon, and Irish (most of which, however, are preserved in the Cabinet of Coins, see below), are not merely reminiscences of the extensive foreign commerce once carried on by the Swedes, but doubtless of the predatory expeditions of the Vikings also. — The Antiquities FROM THE ISLAND OF GOTLAND are exhibited in separate cases: Nos. 121-132. Early Iron Period; Nos. 133-138. Later Iron Period.

The following rooms, dedicated to mediæval and modern times, are

less interesting than the first three.

MEDIÆVAL OF ROMAN CATHOLIC PERIOD (about 1050-1527). ROOM IV.: Censers, crucifixes, reliquaries, chalices, patens, brooches, sacerdotal vestments, parchments and seals, partisans, swords. — Room V, a sunken apartment, divided like a church into nave, aisles, and choir by means

apartment, divided like a church into nave, aisles, and choir by means of eighteen pillars, contains tombstones with Runic and other inscriptions, fonts, choir-stalls, carved shrines, crucifixes and other objects in carved wood, stained glass, etc.

Modern Period (from the Reformation down to the present day). Rooms VI & VII.: Furniture, implements, trinkets, orders, silver-plate (thus D, C, in *Press 3*, two goblets presented by the town of Nuremberg to Gustavus Adolphus in 1631), bridal crowns (*Press 3*), enamels, crystals, etc., together with numerous memorials of Swedish monarchs, from Gustaf Vasa downwards.

The Cabinet of Coins is also on the ground-floor. A number of medals are exposed to view in glass-cases, but most of the coins are kept in presses, and are shown by special permission only.

We now return to the staircase, pass the 'Garderobe' on the first landing, ascend the white marble steps to the -

First Floor, and enter by a door on the left.

ROOM I. Engravings and Drawings. The Collection of Engravings (catalogue 25 ö.), the foundation of which consists of the Crozat Collection purchased at Paris in the first half of the 18th cent. by Count Tessin, the architect (pp. 318, 332), now numbers upwards of 80,000 plates.

In the glass-cases are exhibited the most valuable: 24. School of Marc Antonio, Engraving from part of Michael Angelo's famous cartoon of the 'Soldiers Bathing' ('the climbers'); 32-43. A. Dürer (34. Knight, death, and the devil, 1513; 35. Adam and Eve, 1504; 36. Melancholy, 1514; 38. Great happiness); 63. Lucas van Leyden, Dance of Mary Magdalene; 172-181. Rembrandt (172. The celebrated 'hundred-florin plate', Christ bealing the sight of

healing the sick), etc.

The Drawings, particularly those of the Netherlands Schools,

are also very valuable.

Among them should be noticed a large and admirable portrait by Lucas van Leyden; about a dozen genuine drawings by Rubens (including a study for the Rustic Dance and busts of Ferdinand and Francesco Gonzaga); nearly as many by Van Dyck, rare and excellent (an English couple, Crucifixion of St. Peter, C. van Geest, etc.); a series of very

clever sketches by Adr. Brouwer, D. Teniers, and Adr. van Ostade, and above all about 50 admirable and important drawings by Rembrandt. of these last, ten are exposed to view, and the others are kept in port-folios. They are chiefly sketches for pictures (Christ appearing to Mary, for his picture at Brunswick; Sacrifice of Manoah, at Dresden; Abra-ham's Sacrifice, at St. Petersburg, etc.); also a portrait of Titia van Ulenburgh, his sister-in-law (1639), and several valuable studies.

ROOM II. CERAMIC COLLECTION. Chinese porcelain; majolica from Urbino and other Italian manufactories, chiefly purchased by N. Tessin (p. 318) in Italy at the end of the 17th cent.; in the centre a large Moorish-Spanish vase; lastly French, Dutch, Ger-

man, and Swedish pottery and porcelain.

ROOM III. The Collection of Sculptures (catalogue 50 ö.) begins here. This room contains Antiques.

Chiefly busts of the Roman imperial epoch, most of them being portraits (66. Bust of Apollodoros, an Athenian, with a Greek inscription, curious). Then: 45. Colossal bust of Venus. The gem of the collection is in the centre: °I. Sleeping Endymion, in Parian marble, excavated in Hadrian's Villa at Tivoli in 1783, and purchased by Gustavus III. — Handsome Candelabra and a fine Marble Vase. Also a collection of vases and small antiques.

ROOM IV. BRONZES, chiefly modern copies.

Among the few Renaissance works here is, in the centre, No. 352. Psyche borne by three Amorettes (from Prague, supposed to be a work of the school of A. de Vries). Also carved wood, ivory, and amber.

ROOM V. The principal Antiques are exhibited here. They are all in the Græco-Roman style of the empire, and many of them are marred by restoration.

Nos. 3-12. Apollo Citharadus and the Nine Muses (Nos. 8 & 10 particularly good); 2. Athena; 201-221. Greek Tombstones; 228-236. Roman Tombstones. In the centre: \*178. Fountain, with an interesting relief relating to Romulus and Remus; 179. Handsome Rhyton (drinking-vessel) in marble.

ROOM VI., a large saloon containing Casts, with a fine view from the windows. (The following rooms also command good views.)

ROOM VII. MODERN SWEDISH SCULPTURES, comparatively uninteresting to those who have seen the Thorvaldsen Museum at

Copenhagen.

Nos. 357-372. Johan Tobias Sergel (1740-1814; founder of the Swedish school of sculpture; in the centre, 359. Psyche, trying to detain Cupid, his master-piece; 362. Colossal bust of Gustavus III., to whose court the sculptor was invited); 373-376. Erik Gustaf Göthe (1779-1838); 377-389. Johan Niklas Byström (1783-1848; a pupil of Sergel); 390, 391, 395, 396. Bengt Erland Fogelberg (1786-1854; No. 391 the best); 397. Carl Gustaf Qvarnström (1810-67); 398-401. Johan Peter Molin (1814-73); several works by J. Börjesson. No. 403. Hylas, by Bissen, a Danc; 404. Magdalena, by Ant. Novelli of Florence (d. 1662); 604. Copy by A. Gille of a colossal bust of Alexander v. Humboldt by David d'Angers.

ROOM VIII., a small apartment containing casts and models by

Sergel and other Swedish sculptors.

The Collection of Armour, which we next enter, occupies four small rooms and a large hall borne by columns, and consists of suits of armour and weapons which once belonged to Swedish monarchs and heroes. Some of these possess artistic value (equestrian suit of John III., embossed suit of Charles IX., etc.). In the centre of the large hall are pistols, swords, etc., which belonged to Gustavus Adolphus. The walls are hung with old Swedish flags and standards. The exit from the great hall leads into the vestibule.

On the left side of the Armoury Hall is a door leading to the sunken floor, containing the small Egyptian Collection (adm. Tues. and Frid., 11-3).

Another marble staircase ascends to the —

Second Floor, nearly the whole of which is occupied by the \*Picture Gallery (upwards of 1300 works; catalogue 50 ö.), a collection formed chiefly during last century. In 1750 the palaces and châteaux of Stockholm contained 330 of these pictures. The collection was greatly enriched by Queen Louisa Utrica, a sister of Frederick the Great, with the aid of Count Carl G. Tessin, the Swedish ambassador at Paris, and by her son Gustavus III. From that period in particular dates the valuable series of decorative paintings of the French School. The Italian pictures consist of the Martelli Collection, purchased at Rome in 1798, and a smaller collection purchased there at a later date. On the occasion of the transference of these collections to the National Museum, as well as subsequently, they were enriched with presentations by patriotic societies and private donors.

Although containing many valuable works, the gallery is far from being a choice collection, and the removal of about one-half of the 1050 pictures by the earlier masters would be a positive gain. The catalogue, moreover, is far from trustworthy, particularly with respect to the names of the more famous masters. (It is, however, now undergoing critical revision.) The majority of the German, Spanish, and Italian works are of little value, but the French school of last century is better represented here than in any other gallery out of Paris. To this department belong a number of valuable large works by Desportes, Oudry, Boucher, and Natoire, and several cabinet-pieces by Chardin and Lancret. -Several of the best Dutch masters of the 17th cent. are also represented by admirable works: Rembrandt by his 'Ziska' and 'Cook', Rubens by his two copies from Titian, and Snyders, Jordaens, Fyt, Steen, Ochtervelt, Hooch, Wynants, Wouwerman, Dou, Van Goyen, and Ostade by pictures of great merit. The gallery also possesses a number of interesting works by rare masters, the value of which is chiefly historical.

The entrance to the Ante-Room (p. 336) from the staircase is flanked with two antique columns brought from Italy by Gustavus III.; passing through it, we turn to the right and enter the rooms of the old masters. The pictures are all furnished with the names of the painters.

The ITALIAN AND SPANISH Schools occupy a saloon lighted from above and six cabinets adjoining it.

SALOON. Right side: 133. Leandro Bassano, Festival of Cleopatra; 203. Titian (?). Portrait of Don Carlos; 204. Titian (a work in the style

of P. Aertsen, and probably of the Dutch school), Portrait of a girl; 11. Caravaggio (?), Judith. - 3rd Cabinet: three small pictures by Tiepolo, sketches for the decorative works in the Scuola dei Carmini at Venice.

A room beyond the last saloon chiefly contains German and EARLY DUTCH PICTURES.

Nos. 260, 261. B. Denner, Portraits of an old man and an old woman; 507, 508. Jan Massys, Venus and the amorous old man (1566). — 257. L. Cranach, Charles V. and John Frederick of Saxony hunting. — 370. Jan Brueghet, The market (1609). - 1080. L. Cranach, Senr., Lucretia (1528).

We next reach the Netherlandish School, which occupies a saloon lighted from above and five adjoining cabinets.

SALOON. Wall of the entrance: 595. Rubens (studio-piece), Four fathers of the church; 608. Rubens, Esther and Ahasuerus (a sketch); \*607. Rubens, Daughters of Cecrops finding Erichthonius (a sketch); 638. Snyders, Eagles fighting over their prey; 596. Rubens, Susanna in the bath; \*606. Rubens, Samson slaying the lion (a sketch); 424. B. Fabrilius, The alchymist; \*404. Van Dyck, St. Jerome (an early work); 416. Th. Wyck (not Ph. van Dyck), Italian farm; \*\*599. \*\*600. Rubens, Sacrifice to Fertility, and Ariadne in Naxos, copied by Rubens in 1601-8 from Titian's famous works then at Rome, but now at Madrid; 386. A. Cuyp, Family portrait (1661); 581, \*582. Rembrandt, Portraits, erroneously called those of the artist's parents (1655). — \*\*578. Rembrandt, The oath of John Ziska (perhaps rather an Old Testament subject), of great breadth and very effecorganisms rather an Old restament subject), or great breadth and very effective, but unfinished, the master's largest work after the Night Watch at Amsterdam (about 1654); 462. Isaac van Ruysdael (attributed to Hobbema), Cottage among trees. "471. P. de Hooch, The letter; 616. Jacob v. Ruysdael, Forest-path; "584. Rembrandt, 'Portrait of his cook' (1651); "588. Rembrandt, Portrait of Saskia van Ulenburgh, the master's bride (1632); 510. G. Metsu, Card-players (retouched); "430. F. Floris (assigned to F. Francken), Seargold, 512. G. Metsu, The smithy: A degenative picture of his cool, Sea-gods; 512. G. Metsu, The smithy, a decorative picture of his early period; 408. P. v. Somer (assigned to Van Dyck), Portrait of the Duchess of Cleveland; 500. P. Lastman, Sacrifice to Juno; 637. Snyders, Still life; 577. Pynacker, Waterfall. — \*478. C. Huysmans, Trees by the road-side; 636. Snyders, Dogs fighting for their food; 488. Jordaens, Adoration of the Shepherds (1618); 464. Hoeckgest, Interior of the church of St. Ursula at Dead graph (1981). Delft; \*433. Fyl. Dead game (1651); '1159. Jordaens, King Candaules tempting Gyges; '682. S. de Vlieger, Oak-wood; 420. G. v. d. Eeckhoul (?), Labourers in the vineyard: 466. Gilles d'Hondecoeter, Orpheus; '639. P. de Vos (assigned to Snyders), Stag-hunt; "303. J. v. Artois, Large, wooded Flemish landscape; 486. K. du Jardin, Portrait of H. van Huteren (1674); 539. Th. de Keyser (? assigned to C. Netscher), Family portrait; 398, 399. H. Dubbels, Stormy sea; 534. Moeyaert, Preaching of John the Baptist (1631); 353. J. Bockhorst, The four Evangelists.
I. Cabinet: 423. B. Fabritius, Family at table (1650); 1046. G. Horst,

Meeting of Jacob and Esau (1641); <sup>2</sup>418. G. v. d. Eeckhout, The satyr and the peasant; 442. J. v. Goyen, Halt by a farm; 588. Moeyaert, The angel leaving Tobias; 579. Rembrandt, St. Anastasius in his cell (1631); 585.

leaving Tobias; 579. Rembrandt, St. Anastasius in his cell (1631); 585. Rembrandt, Portrait of a young man (ca. 1638); 421. A. v. Everdingen, Norwegian fjord (1648); 1167. G. Neyts, Landscape (1641); \*443. J. v. Goyen, View of Dordrecht (1655): \*473. P. de Hooch, Woman by a cradle.

II. Cabinet: 310. C. Bega, Music-lesson (1663); 356. R. Brakenburgh, The dance (1699); 343, 549, 554. A. v. Ostade, Small portraits; \*1117. J. v. Staveren, Old woman reading (1638); \*618. J. v. Ruysdael, View of a seaside place from the downs (an early work); 647. J. Steen, Card-players; 630. A. M. Schurman, Portrait of herself; 1075. C. Saftleven, Landscape with cattle (1630); \*1120. J. de Bray (? not unlike F. Hals), Flute-player; \*550. A. v. Ostade, Peasants amusing themselves near the house-door (1660). — 551. A. v. Ostade, Advocate at his study-table (1664).

III. Cabinet: 304, 305. P. v. Asch, Landscapes; \*658. Ochtervelt (ascribed to G. Terburg), Concert; 453, 1181. G. D. de Heem, Still life;

1143. Wynants, Riders on the downs at sunset; 394. G. Dou, Portrait of the artist; 672. W. v. d. Velde, Rough sea; 357, 358. Q. Brekelenkam, Genre pieces; 390. D. v. Delen, Party at table in a drawing-room (1631); 393. G. Dou, Penitent Magdalene; 306. Pynacker (assigned to Asselyn), Italian landscape.

IV. CABINET: 485. K. du Jardin, Cattle pasturing (1657); 717. Ph. Wouwerman, Fishermen on the coast; 312. N. Berchem, Cattle by the sea (mediocre, as are also 313, 315-317, by the same master); 712, 715. Ph. Wouwerman, Riding-school, Village-market (both retouched); 695. Th. Wyck, Halt by a tavern; \*709, 714. Ph. Wouwerman, Winter-scene, The bridge (the latter retouched).

V. CABINET: 603. Rubens, Susanna in the bath (small); \*701, 702. Jan Wouwerman, Summer and Winter (landscapes); 654, \*653. D. Teniers, Junr., Rustic tavern (1661), Four smokers at a table (about 1648); 1101. Jan Parcellis, Rough sea; 407. Fr. Francken (?), Rubens's picture-gallery.

Passing through the saloon, and turning to the left, we regain the staircase, from which a doorway, opposite that of the picturegallery, and also flanked with two antique columns, leads to the left into a room containing the Collection of Costumes of Swed-ISH KINGS AND QUEENS, chiefly coronation and gala-attire, together with a few uniforms and memorials of various kinds.

The memorials of Gustavus Adolphus consist of some of the bloedstained clothes worn by him during his battles in W. Prussia, the sheet in which his body was wrapped after the battle of Lützen, and the horse ridden by him when he fell on 6th Nov. 1632. Among the other curiosities are the well-known blue coat of Charles XII., his yellow waist-coat, yellow breeches, and huge boots, and the hat pierced by the bullet which caused his death in the trenches of Fredrikshald on 30th Nov. 1718 (n. 275). The foregreestyne of Contents III. 1718 (p. 275). The fancy-costume of Gustavus III. recalls his assassination on 16th March, 1792 (p. 323).

Returning to the staircase, we next visit a Saloon lighted from above and five cabinets containing the French Pictures.

SALOON: Jouvenet, St. Bruno; \*845. Pater, Woman skating; \*884. H. Rigaud, Bust-portrait of Cardinal Fleury; 891-897. Ct. J. Vernet, Landscapes of no great interest; also a number of others by his still more insipid contemporaries Loutherbourg and Bruandet. By Jean Bapt. Chardin: 780. Washerwoman, 781. Girl at the well (1733), 785. Still life, etc. (all genuine, but few of them rising beyond mediocrity). Then, \*874. Pater, The bathers; \*846. Largillière (?), Louis XV., full-length figure. Fr Boucher, \*\*770. Triumph of Galatea, perhaps the artist's master-piece (1740); 768. Toilet of Venus (1746); \*769. Venus and the Graces bathing; \*771. Leda and the swan. Then, 793. Noël Nic. Coppel, Judgment of Paris (1728); 854. Le Moyne, Venus and Adonis (1729); 883. H. Rigaud, Portrait of Charles XII. in full uniform; 861-872. J. B. Oudry, the finest being \*867. Great stag-hunt, an admirable work; 1313. A. Pesne, Portrait of Ch. Fred. Sparre (1744); 830. Claude Lorrain (?), Large Italian landscape at sunset; 788, 789. Bourguignon, After the battle, The battle-field, companion-pieces; 1072. S. Bourdon, Portrait of Queen Christina of Sweden; \*798, 799. Fr. Desportes, Senr., Large still-life pieces (1729); also several scapes of no great interest; also a number of others by his still more 798, 799. Fr. Desportes, Senr., Large still-life pieces (1729); also several other good decorative pictures by the same master.

I. Cabinet: \*1099. Jan Brueghel, Bouquet; \*326, 327. A. v. Beyeren,

Dead fish; 454, 455. C. de Heem, Still life.

II. Cabinet: \*640. F. Snyders, Still-life piece with vases; 562. J. v.

Cappelle, Calm sea (1646).

V. CABINET: 778, etc. Chardin; 772. Fr. Boucher, The toilet (1746); 773. Fr. Boucher, 'Pense-t-il au raisin' (1747); 843, 844. Lancret, The swing, Blind-man's-buff.

Traversing the Saloon and proceeding in a straight direction, we reach a corridor, leading to four rooms dedicated to the EARLY

Swedish Masters, the most distinguished of whom was Dav. Klöker Ehrenstrahl (1629-98). Several portraits by him (948-952) are in the fourth room. - Beyond these rooms is a cabinet containing WATER COLOURS AND MINIATURES. - We next inspect the works of the ---

Modern Northern Schools, which may be more correctly described as offshoots of the schools of Düsseldorf, Munich, and Paris. The Norwegian artists in particular, with few exceptions, have been trained in Germany, where most of them have usually resided. although they have derived their subjects from their native country. So similar is their style to that of the Germans, that Tidemand, Gude, Munthe, and others are usually claimed as members of the German school. About half of the Swedish masters, on the other hand, have gone for their art-education to Paris, and the rest to Germany. The former have as yet produced few great works, while the latter resemble the average German painters of modern times. A few Danish masters are also represented here. This department of the gallery occupies a saloon lighted from above, the six adjacent cabinets, and the ante-chamber. The following list comprises works by the more eminent of these artists, whose nationality is indicated by the letters S., N., and D.

Saloon: Left side: 1027. H. A. L. Wahlberg (S., born in 1834), Winter landscape with bear-hunt; 1297. B. Nordenberg (S., b. 1822), Wedding in Värend; 1138. G. Wickenberg (S., 1812-46), Dutch coast; 1054. J. E. Bergh (S., b. 1828), Swedish forest; 999. B. Nordenberg, Tithe-day in Skåne; 1155, 1237. Wahlberg, Swedish landscape, Landscape from the Eifel (Rhenish Prussia); 1223. J. A. Malmström (S., b. 1829), Dance of elves by moonlight; 1296. C. G. R. Cederström (S., b. 1841), Epilogue. — End-wall: 1154. G. v. Rosen (S., b. 1843), King Eric XIV. with Catharine Månsdotter and Göran Persson. — Side-wall: 944. Charles XV. (d. 1872), Swedish landscape; 1275. Morten Müller (N., b. 1828), Norwegian landscape; Ad. Tidemand (N., 1814-77), The fanatics; 937. J. E. Bergh, Swiss landscape; 1025. C. H. d'Unker (S., 1828-66), Third-class waiting-room; F. Sörensen (D.), Storm on the Norwegian coast; 938. J. E. Bergh, Landscape in Småland; 1056. F. J. Fagerlin (S., b. 1825), Jealousy.

I. Cabinet: 955. Fahlcrantz (S., 1774-1861), View of Kalmar Castle by moonlight; 1242. J. W. C. Wahlbom (S., 1810-58), Death of Gustavus Adolphus. SALOON: Left side: 1027. H. A. L. Wahlberg (S., born in 1834), Winter

Adolphus.

II. Cabinet: 1208. J. F. Höckert (S., 1826-66), Warrior of the 17th cent.; 1244. G. Wickenberg, Winter scene; 1279. Melbye (D., b. 1818), Sea-piece. III. Cabinet (Norwegians): 1267. C. Hansen, The visit; 1263. H. F. Gude (b. 1825; now at Berlin), Among the rocky islands (kykyrygard), old seaman and boy; 1266. Gude, Mountain-landscape in Wales; 1264, 1265. old seaman and Doy; 120b. Guae, Mountain-lanuscape in wates; 1204. Gude, Gude, Breakers; 1273. L. Munthe (b. 1828), Winter-landscape; 1264. Gude, Outside the Skjærgaard, a pilot-boat and sailing vessel; 1285. C. Hansen, Peasant family mourning; 1336. Hansen, A dangerous witness; 1311. E. Petersen, Scholar of the 15th century; 1343. Gude, Sea-piece; 1277. A. Tidemand, Fortune-teller and Dalecarlian peasant-woman.

IV. Cabinet: 1207. J. F. Höckert, Wedding in Lapland; 1245. Wickenberg, Landscape with cattle; 1322. C. H. d'Unker, Gipsy-family.
V. Cabinet: 1113. D. Holm, Swedish forest; 1225. B. Nordenberg, The

worried sheep, rustic interior in Dalecarlia.

VI. Cabinet: 954. Fagerlin, Fisher-boys smoking; 1210. Aug. Jernberg, The broken pipe; 1112. Agnes Börjesson (S., b. 1827), Old love; 1204. Fagerlin, The Convalescent; 1293. G. v. Rosen, Portrait; 1059. G. Rydberg, Landscape.

We now return through the Saloon to the ANTE-ROOM, where the most recent purchases are usually hung. Also 1247-1250. M. E. Winge (S., b. 1825), Scenes from northern mythology; 1222. Malmström, Ingeborg receiving tidings of Hjalmar's death; 1026. Wahlberg, Swedish landscape.—Regaining the staircase, we descend and quit the building.

The open and partially planted space in front of the N.W. façade of the National Museum is embellished with the \*Bältespännare ('girdle-duellists'), an admirable group in bronze, the masterpiece of Molin, the talented Swedish sculptor. It represents one of those murderous old Scandinavian duels in which the combatants were bound together with their 'belts' and proceeded to fight out their battle with their knives. As these 'Knivgange' often terminated fatally to one or even both the duellists, the women used to carry a winding-sheet for their husbands to banquets where quarrels were likely to arise (comp. Pontoppidan's 'Første Forsøg paa Norges naturlige Historie', Copenhagen. 1752; and 'Fanitullen', a Norwegian poem by Moe). The four reliefs on the pedestal, with their Runic inscriptions from the Edda, represent the origin and the issue of the combat.

1. Jealousy. 'Gaina från kloka görer menniskors söner han den mäktiga kärleken'. ('Mighty love makes fools of wise sons of men'.) — 2. Drinking. 'År ikke så godt, som godt (de) säga, öt (för) menniskors söner; ty allt mindre vet, som mer dricker, till sitt sinne mannen'. ('Not so good as good they say it is, is ale for the sons of men; for the man knows in his mind always less, the more he drinks'.) — 3. Beginning of the Combat. 'Drogo de ur skidan skidejern, svärdets eggar till behag (för) trollen'. ('They draw the knife out of the sheath, the edge of the sword, to the satisfaction of the evil spirit'.) — 4. The Widow's Lament. 'Ensam är jag vorden som asp i lunden, fattig på fränder som furan på qvistar'. ('Solitary am I become, like the aspen in the grove, poor in relations, as the fir in branches').

#### Södermalm.

The least interesting part of the town is the Södermalm, or S. quarter, situated on the mainland beyond the 'Sluss', the bridge connecting it with the Stad. Its situation, however, is picturesque, and it is built on the natural undulations of the rock. One of the principal streets bears the characteristic name of Besvärsguta ('fatigue street'). The chief attraction to travellers in this part of the town, and one that should not be missed, is the view from the Mosebacke, to which we now direct our steps.

At the S. end of Staden lies the Sluss-Plan (trainway terminus, see p. 314), adjoined on the W. by the Kornhamn-Torg, and on the S. by the Söderström, an efflux of Lake Mälaren, through which smaller vessels pass by means of a 'Sluss' ('lock' or 'sluice'). This channel is crossed by two iron bridges, leading to the Södermalm, and commanding a view of the busy market-traffic in the neighbourhood. Between the bridges lies an open space called the Carl-Johans-Torg, embellished with an equestrian Statue of Charles XIV. John (Pl. E, 6), erected by Oscar I. in 1854. The

monument, which represents the king in the costume of a Swedish marshal, was designed by Fogelberg.

Crossing the E. part of the bridge, and the broad quay beyond it in a straight direction, we ascend the Stora Glasbruks-Gata, a lane to the left, for 150 paces, ascend a flight of 126 wooden steps to the right, turn to the left at the top, and then to the left again, and thus reach the entrance to the \*Mosebacke (Pl. 29; F, 7; about 25 min. from the Gustaf-Adolfs-Torg; Restaurant; admission to see the \*View, when no refreshments are ordered, 10 ö.). A small garden and terrace within the grounds of the café afford an admirable survey of Stockholm and its environs. At our feet lies the Baltic with its busy traffic. Among the buildings in the city, the Palace and the National Museum are the most conspicuous. To the right lies the Djurgårdstad and the beautiful park beyond it, above which rises the conspicuous Belvedere Tower; and to the left stretches Lake Mälaren.

The building facing the Mosebacke-Torg, to which the cafe and the terrace belong, is the Södra-Teater (Pl. 43). A little to the S.E. rises the handsome Katarina-Kyrka (Pl. F, 7), founded in 1659 on the spot where the victims of the 'Stockholm Bloodbath' of 1520 had been interred, and rebuilt in the Renaissance style in 1724. From this church the Tjärhofs-Gata leads to the E. in 1/4 hr. to the Danvik, whence a small steamer runs hourly on the Hammarby-Sjö to Nacka, a favourite holiday-resort of the Stockholmers (p. 342).

### Environs.

Both the immediate and more remote environs of Stockholm afford a great variety of beautiful walks and excursions, and most of the points of interest may be reached expeditiously, cheaply, and pleasantly by one or other of the numerous little steamers which flit about in every direction, both on the Baltic and Lake Mälaren. The most attractive place near the city is the charming Djurgård or Park ('deer-garden'), to which steamers ply every 10-15 min. from the Strömparterre, Karl XII.'s Torg, the Räntmästare-Trappa, and the Nybro (in 8-10 min.; comp. p. 314). It may also be reached by tramway-car from Slussen, via Gustaf-Adolfs-Torg, Karl XII.'s Torg, Grefbron, and the Ladugardlands Strand-Gata. Excursionists by steamer should observe that Alkärret is the starting-point for the boats to Karl XII.'s Torg and the Strömparterre. the points nearest the hotels; while the boats from the Allmänna-Gränd (Pl. H, I, 5, 4) land their passengers at Staden and the Skeppsholm.

Instead, however, of proceeding direct to the Park, we cross the Skeppsholms-Bro, leading from the National Museum to the Skeppsholm (Pl. F, G, 4, 5), a small island containing some of the chief

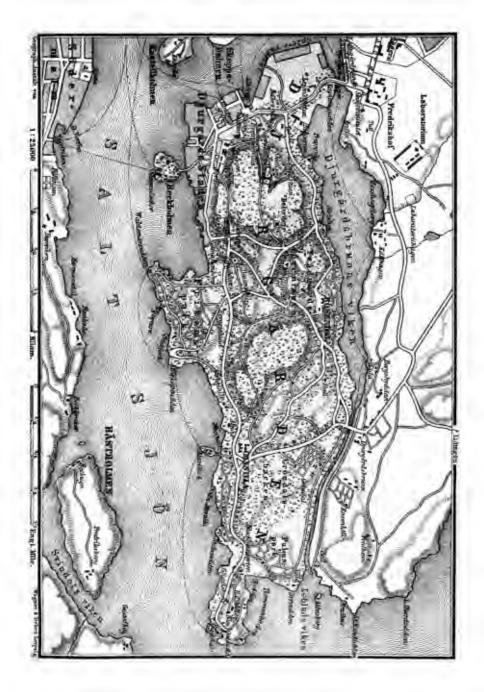
military and naval establishments of Stockholm. — A monument has been erected here in commemoration of the Polar Expedition conducted by *Prof. Erik Nordenskjöld* in 1878-80.

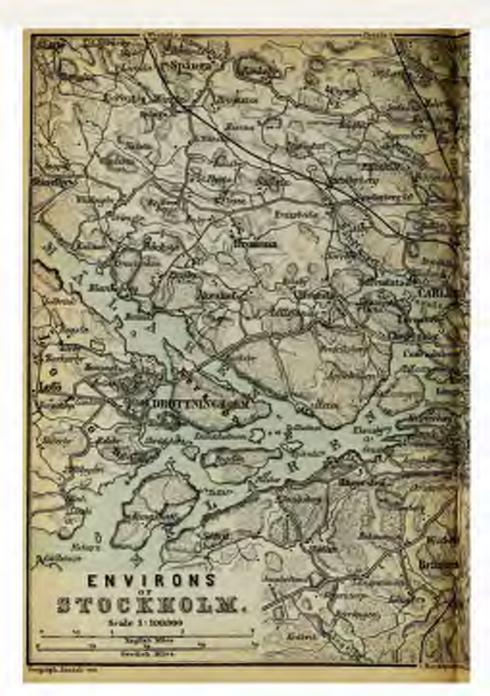
Passing the Karl-Johans-Kyrka on the left, and several handsome barracks on the right, a pleasant shady road leads to the S.E. to a wooden bridge by which we cross to the small Kastellholm or Castle Island, which also contains several barracks and other buildings. The \*Tower on the highest point of this island commands an admirable view of the environs ('vaktmästare', or one of the sailors on guard, 50 ö.; ascent of 94 steps, and then by an iron ladder of 8 steps more).

Retracing our steps to the bridge, we cross it and turn to the right, soon reaching the little steam ferry-boat which plies every few minutes between the Skeppsholm and the Allmänna-Gränd. Crossing to the latter (which is also the tramway-terminus, p. 314), we pass through the small suburb of *Djurgårds-Stad*, and thus reach the —

\*Djurgård, a delightful park, of which Stockholm is justly proud, with pleasant villas, and beautiful walks in every direction. It occupies an island 2 Engl. M. in length, and 3/4 M. in width at its broadest part, and was laid out by Gustavus III. and Charles XIV. John, having originally been a deer-park, as its name imports. Opposite Alkärret, a small plats planted with trees, where most visitors land, is Hammer's Villa, which formerly belonged to Byström, the sculptor; beyond this, to the left, is the small Djurgårds-Teater, near which the tramway passes. Opposite the Allmänna-Gränd, and a few paces to the S.E. of Alkarret, is the entrance to \*Hasselbacken (p. 311), the largest and best of the numerous cafés and restaurants situated here. The grounds command fine views and contain an oak ('Bellmans Ek') under the shade of which Karl Michael Bellman (d. 1795), the most genial and popular of Swedish poets, composed some of his charming songs. In the vicinity is a bronze statue of the poet, by Nuström, erected in 1872.

Leaving the Hasselbacke, and passing several other cafés, marionette theatres, and places of popular entertainment, we follow the road to the E. and reach the open park, with its grassy glades, rocky knolls, and beautiful trees, between which glimpses of the Baltic and Stockholm are frequently obtained. On the left, a little beyond the Djurgårds-Stad, is a beautiful spot called Bellmans-Ro, with a bust of the great poet and improvisatore, many of whose most beautiful ballads are said to have been made extempore and without effort. The bust (by Byström, erected in 1829) is the scene of great festivities on 26th July, the anniversary of its erection, when crowds of the poet's admirers of all classes assemble here to recite his poetry and extol his genius. Among the most famous and beautiful of his lines are the following:—







Hvila vid denna källa!
Vår lilla frukost vi framstalla:
Rödt vin med pimpinella
Och en nyss skjuten beckasin.
Klaug, hvad buteljer. Ulla!
I våra korgar, öfverfulla,
Tömda i gräset rulla —
Ack känn, hvad ångan dunster fin!
Ditt middagsvin,
Sku vi ur krusen hälla
Med glädtig min.
Hvila vid denna källa!
Hvila vid denna källa!

Himmel! hvad denna runden,
Af friska lötträn sammanbunden,
Vidgar en plan i lunden
Med strödda gångar och behag!
Ljufligt der löfven susa,
I svarta hvirflar, grå och ljusa,
Träden en skugga krusa
Inunder skyars fläkt och drag.
Tag, Ulla, tag,
Vid denna måltidsstunden,
Ditt glas som jag!
Himmel! hvad denna runden
Bepryds af blommor, tusen slag.

Beyond Bellmans-Ro, on the right, is Frisens-Park, another beautiful part of the Djurgård. Farther on, 25 min. walk from Hasselbacken, is Manilla, a large asylum for the blind and the deaf and dumb (shown Thursdays, 11-1; 'här ser man illa, här hör man illa, och her talar man illa', say the local wits). About 1/4 hr. farther is Blockhus Udden, a custom-house station at the E. end of the island. From Manilla we may cross the island and the narrow Djurgårds-Vik to (1/4 hr.) Djurgårdsbrunn, formerly a small watering-place, with an inn, which is still a favourite resort (steamer every 1/2 hr. to the Logårds-Trappa, 15 ö.).

Thence we may walk through beautiful park-scenery, still belonging to the Djurgård in the wider sense of the name, to the N. to (20 min.) the *Lidingö-Bro*, another pretty spot, with an inn. The long wooden bridge, where the Ulriksdal steamboats (p. 341) touch frequently, crosses to the Lidingö. A direct road leads back from the bridge to the Norrbro, 2½ Engl. M. distant.

On the N. side of the Djurgård, a few hundred paces from the bridge crossing to Djurgårdsbrunn, is Rosendal, a royal villa built by Charles XIV. John, with orangeries and hot-houses. At the back of the villa, on the N. side, stands a magnificent modern Porphyry Vase, of antique form,  $8^{1/2}$  ft. high and  $11^{1/2}$  ft. in diameter, and said to weigh 23/4 tons. Adjoining the grounds of Rosendal on the W. is the garden of the Trädgårds - Förening, or horticultural society, in which some travellers will be interested. A little to the W. of this garden is the Sirishof-Väg, from which a path and a road ascend in 5 min. to the \*Belvedere, a tower erected in 1877, 110 ft. in height, standing on a hill upwards of 100 ft. above the sea-level, and affording an excellent survey of the environs (166) steps in all; admission 50 ö.). The distant view, however, is more extensive than picturesque. There being no mountains in sight, and little or no cultivated land, the distance presents a somewhat dreary and monotonous appearance, the sombre tints of the forests being relieved here and there by water only. Another path ascends to the Belvedere between the Hasselbacken and Manège restaurants  $(1/_{4} \text{ hr.}).$ 

We may now quit the Djurgård by one of the routes already mentioned, or we may walk to the S.E. from Hasselbacken to the (5 min.) BECKHOLM, a small island with *Dry Docks* hewn in the

rock and a tar-manufactory, from which steam and other ferry-boats cross frequently to Tegelviken. Thence to Nacka, see p. 342.

Next in point of interest to the Djurgård is the short excursion to \*Marieberg, a beautiful point of view on Lake Mälaren, about 2 Engl. M. to the W. of the Norrbro, which may be reached either by steamer (from the S. end of the Riddarholm, every 1/4 hr.; fare 13 ö.) or by road (cabs and tramway, see pp. 312, 314). The traveller is recommended to go by road and return by steamer. A tramway-car conveys us in 1/4 hr. from the Gustaf-Adolfs-Torg to the W. to the Kungsholm (Pl. B, A, 4), an island about 2 Engl. M. long, on which the W. quarter of Stockholm is situated. On the right we pass the Scrafimer Lazaret, opposite to which is the Carolinska Institut, a medical school connected with it (p. 316), and on the left the Mint; then the Ulrica-Eleonora Kyrka on the right, with its well-shaded churchyard, and the Kungsholms-Torg on the left, where the tramway ends. On the left, a few paces farther on, is the large and handsome Military Hospital (Pl. A, 4). After a walk of about 1/4 hr. from the tramway-terminus we come to another hospital ('Sjukhjus' for incurables) on the left, and immediately beyond it diverge by a road to the left, passing in front of the large Lunatic Asylum of Conradsberg. In 5 min. more we pass the lodge at the S. end of the asylum, follow the road through the gateway to the left, and then (4 min.) through a second gateway. Just beyond it a path ascends in 3 min. more to a rocky knoll, adjoining the rocket-laboratory, which commands a beautiful view of Lake Mälaren and Stockholm, entirely different from the views on the Baltic side of the town. - Returning to the road, we follow it to the left and soon reach the Military School of Marieberg. prettily situated on a height above the lake, where a famous porcelain manufactory was established in 1759-88. A path passing the large bell and descending to the right leads in a few minutes to the steamboat-pier (steamer to Stockholm 8 times daily).

Travellers arriving by steamer ascend 60 paces, turn to the right, and then to the left, past the large bell. Opposite are two paths, of which they select that slightly to the right. After a few paces more (5 min. from the pier) the path to the best point of view diverges to the right.

Another short excursion may be taken to the palace of Karlberg and the Solna Kyrka. Steam-launches leave the Riddarhusgränd (near the Riddarhus; Pl. D, 5) every ½ hr. for Rörstrand (13 ö.), Karlberg (13 ö.), and Ulfsundasjön (30 ö.).

The steamboat steers to the N. of the Kungsholm, passing through the Ktarasjö, Barnhusvik, and Rörstrandsvik. The principal intermediate station is Rörstrand, with a railway-carriage factory, the oldest porcelain factory in Sweden (fine vases of classical form, painted with northern scenes; not expensive), and several other industrial establishments.

The palace of Karlberg, situated on the mainland to the N. of the Kungsholm, about 2 Engl. M. to the N.W. of the Norrbro, was erected by Karlson Gullenhjelm, a natural son of Charles IX. (p. 346), at the beginning of the 17th cent., was afterwards occupied by the royal family, and in 1792 was enlarged and converted into a military school. At the back of the building is a beautiful public \*Park, which forms the only attraction of the place. From the end of an avenue on the E. side (5 min.), we may cross the railway at a small halting - place, turn to the left, and follow the road to (1/4 hr.) Solna Kyrka, a round church, and one of the most ancient in Sweden, with a pretty churchyard which has long been the burial-place of some of the principal families of Stockholm. Berzelius, the chemist (d. 1848), is buried here. On the N.E. side of the church is the principal Cemetery (Nya Kyrkogården) of Stockholm, containing many handsome monuments, but contrasting unpleasingly with the old churchyard. Farther to the E. are the entrance to the park of Haga (see below), and the omnibus and steamboat station of Stallmästaregården, at the W. entrance of the park of Bellevue (see below).

Among the pleasantest of the shorter excursions from Stockholm is that to \*Haga and Ulriksdal, which may be made either by land or by small steamer.

Omnibuses. 1. From the Gustaf-Adolfs-Torg, at the corner of the Strömgata (Pl. E, D, 4), to Stallmästaregården at 7, 7.30, and 9.30 a.m. (Sun. and holidays 9.30 and 11.30 a.m.) and 1.30, 3.30, 5.30, 7.30, and 9.30 p.m.; fare 35 5. — 2. From the Adolfs-Fredriks-Plan (Pl. C, 1, 2) to Haga every 1/2 hr. from 7.30 a.m. to 9.30 p.m. (fare 25 ö.); also 12 times daily to Stallmästaregården.

Steam Launches. 1. From Gustaf III.'s Statue (Pl. E, F, 4) twice daily past the S. side of the Djurgård and through the Lidingöbro (p. 339; daily past the S. side of the Djurgård and through the Lidingöbro (p. 339; 30 ö.), and then to the N. through the Lilla Värtan and the Stocksund to Ulriksdal (70 ö.) and Nytorp (70 ö.). — 2. From Stallmästaregården across the Kräftrik to Haga (15 ö.) and Ulriksdals Allee (20 ö.) hourly from 7.30 a.m. till 8.30 p.m. (except at 12.30 and 1.30; on Sun. and holidays first boat at 9.30 a.m.). — 3. From Stallmästaregården to Haga (25 ö.) and through the strait of Alkistan to Ulriksdal (35 ö.) at 8 and 10 a.m. (Sun. 10 and 12) and at 2, 4, 6, 8, and 10 p.m.

Railway to Jerfva (p. 350), starting from the Central Station.

Carriage to Ulriksdal and back 6-8 kr.

The Norrtullsgatan (comp. Pl. B, 1), the N. prolongation of the Drottning-Gatan, beyond the Observatory (p. 328), leads direct to the inn of Stallmästaregården, an important omnibus and steamboat station at the W. entrance of the royal park of Bellevue, and at the S. end of the bay of Brunnsviken.

About 6-8 min. farther to the left is the entrance to the park of Haga, from which we reach the château in 1/4 hr. The steamlaunches from Stockholm and the Stallmästaregården land their passengers close to the château. The royal château of \*Haga, on the W, bank of the pretty Brunnsvik, was built by Gustavus III, and his successor at the end of last century, but has since been somewhat neglected. The gardens, and particularly the park with its fine old timber, are the attractions of the place and deserve a visit.

At the N. end of the Brunnsvik, about 2 Engl. M. from the Stallmästaregård, and 11/4 M. from Haga, lies Nedre Jerfva (a few hundred paces to the E, of the railway - station of Jerfva, see p. 350), usually known as Ulriksdals Allée (steamer, see above), a fine avenue with a number of pleasant villas, which leads to the N. in 1/4 hr. to the royal château of \*Ulriksdal, beautifully situated on the Edsvik, a long and narrow creek of the Baltic. It was erected at the beginning of the 17th cent. by General Jacob de la Gardie and named Jacobsdal, after which it passed into the possession of Prince Ulrik, a son of Charles XI., from whom it derives its present name. Charles XIV. John converted the château into a 'hôtel des invalides', but it was again fitted up as a roval residence by Charles XV., who restored the interior with great taste in the original style. During his reign the château formed quite a museum of objects of art, porcelain, tapestry, and curiosities; and, though it has since been somewhat neglected, and a number of its treasures have been removed, it still deserves a visit (attendant 1 kr.). In the neighbouring park is Ulriksdals-Kyrka, erected in 1865 in the Dutch Renaissance style.

A favourite holiday-resort of the Stockholmers, but less interesting than those already mentioned, is Nacka ( $Caf\dot{e}$ ), at the E. end of the  $Hammarby-Si\ddot{o}$ , 3 Engl. M. to the S.E. of the Norrbro. The pleasantest route to it is by steamer from the  $R\ddot{a}ntm\ddot{a}stare-Trappa$  (Pl. F, 5, 6) to (1/4 hr.; fare 8  $\ddot{o}$ .) Tegetviken (Pl. I, 7); thence on foot to (10 min.) a pier on the N. bay of the  $Hammarby-Sj\ddot{o}$ ; and by small steamer on the lake to Nackabro in 20 min. more. The steamer then passes through the bridge and enters the  $J\ddot{a}rla-Sj\ddot{o}$ , where it touches at several stations.

## Longer Excursions.

The Baltic to the E. and Lake Mälaren to the W. of Stockholm, with their numerous wooded and rocky islands, and their bays, creeks, and straits in every direction, present many points of interest, all of which are most conveniently reached by steamboat. The favourite excursions are to *Drottningholm* (see below), to *Vaxholm* (p. 347), and to *Upsala* (R. 45), but a few additional days should if possible be devoted to some of the picturesque and historically interesting places on Lake Mälaren, such as *Gripsholm*, *Strengnäs*, and *Vesterås* (p. 310).

LAKE MÄLAREN. Mälaren, a lake 80 Engl. M. long, and only about a couple of feet higher than the Baltic level, forms a vast archipelago of islands resembling the 'Skärgård' on the coast. There are no fewer than 1209 islands (öar and holmar) in all; the more open parts of the lake are called fjärde; and there are creeks and ramifications in every direction, the longest of which is that

of Upsala, extending about 30 Engl. M. from the central part of the lake. Beautiful as the scenery is, it lacks variety, the islands being all of very moderate height and similar in character, and the colouring somewhat sombre.

About 7 Engl. M. to the W. of Stockholm (steamer 6 times daily from the S. quay of Riddarholmen, in 3/4 hr., fare 50 ö.; carriage there and back 8 kr., high road very muddy after rain, and very dusty in dry weather) is situated the royal palace of \*Drottningholm, on the Lofo, one of the most beautiful of the numerous islands of Lake Mälaren. - Soon after starting from the Riddarholm, the steamer passes the Langholm on the left, with several manufactories and villas. To the S. of the Langholm is the Reimersholm with its large distillery, a rocky height above which is marked by a cross and iron plate with an inscription in memory of a Russian buried here by his own desire (fine view). On the right is the military school of Marieberg (p. 340); then the islands of Lilla and Stora Essingen. On the left the island of Ekensberg, with the loftily situated château of Hägersten on the mainland to the S., to the N.W. of which lies Klubben, on the coast. A little farther on, the Sigtuna and Upsala arm of the lake diverges to the N.W. Passing between the Fogelö and the Kersö, we soon reach the palace, situated a few paces to the S. of the village of Drottningholm and the bridge which connects the island with the Kersö. To the N. of the landing-place is a Restaurant.

The Palace derives its name ('Queen's Island') from the queen of John III, by whom it was founded at the close of the 16th cent., and the foundation of the present handsome edifice was laid by Hedvig Eleonora, widow of Charles X., nearly a century later. The architects were the eminent Nicodemus Tessin, who designed the Palace at Stockholm, and his son of the same name, by whom the building was completed early in the 17th century. The palace was handsomely fitted up by subsequent monarchs, and contains a number of sumptuously furnished apartments, adorned with portraits of the royal families of Sweden and other works of art. Adjacent is a theatre, built by Gustavus III. The gardens, which are laid out partly in the old French style, are embellished with sculptures in bronze and marble by Adr. de Vries and his pupils. The \*Park affords delightful walks. One of the chief curiosities here, a little to the S.W. of the palace, is the Chinese Pagoda ('Kina Slott'), erected by Adolphus Frederick about 1770, and presented to his queen Lovisa Ulrika. It still contains a small museum of Chinese objects. Adjoining it on the W. is the socalled Canton, founded by the same king, who was an adept in the arts of turning and lock-making, as a settlement for his workmen. About 1 Engl. M. to the W. of the Canton is the Church of Lofo, from which a pleasant road to the N., and then to the E., leads back to the village  $(2^{1}/_{4} M.)$ .

From the Canton a road leads to the S. to the Malmvik, where a bridge crosses to the long narrow island of Munsö, extending towards the N.W. Between that island and the Lofö lies the island of Svartsjö, on the E. side of which, on the Hillersjövik, is situated the dilapidated château of Svartsjö, once a monastery, afterwards fortified by Gustavus Vasa, and at a later period used as a residence by several dowager queens of Sweden. Near the château is a large nursery-garden. (Two steamers touch in the vicinity daily.)

The next point of interest on Lake Mälaren is Marieferd with the castle of Gripsholm, the steamer for which (once daily) starts from the  $M\ddot{a}lar$ -Torg (Pl. E, 5) and makes the voyage in  $3-3^1/2$  hrs. (fares  $1^1/2$  or 1 kr.). On Sundays excursion-steamers frequently ply to Mariefred (return fare  $1^1/2$  kr.). On Tues., Thurs., and Sat. the large steamer starting from the Munkbrohamn (Pl. D, 5) at 2 p.m. calls at Mariefred on its way to Sundsör.

The steamboat first steers to the W. between Fogelön and the mainland, and then turns towards the S., passing the island of Kungshatt, so named from a rock surmounted with a pole and an iron hat, which commemorate the tradition that Olaf Haraldssön, king of Norway, when pursued by the king of Sweden, sprang with his horse from the cliff into the lake and escaped, leaving his hat behind him. Farther on we pass Fittja in a creek to the left, and the church of Eckerö on the island of Munsö to the right, opposite which is the château of Sturehof. The island of Kaggeholm is named after Marshal Kagg, by whom the château at the N.W. end was built. A little to the N.W. is the Björkö, the supposed site of Birka, where St. Ansgar first preached Christianity in 829. That the island was once an important place is proved by the antiquities and remains of ancient buildings recently discovered in it. In 1834 a granite cross was erected on the island to commemorate the thousandth anniversary of St. Ansgar's missionary labours in Sweden. Farther N. is the Adelsö, the ancient seat of the Folkunga tribe. We pass the Rido, turn to the S., and enter the Gripsholms-Vik, on the W. bank of which (not visible from the steamer) is Räfsnäs, the gård where Gustavus Vasa received tidings of the death of his father Eric in the massacre of 1520 (p. 320). On the S. bank of the bay is the château of Näsby, and in a creek to the W. of it Mariefred with its castle.

The small town of Mariefred (Stadskällare) owes its origin partly to the monastery of St. Mary founded here at the end of the 15th cent. by Sten Sture the Elder, whose remains were buried in it in 1504 and afterwards removed to Strengnäs, but chiefly to the ancient castle of Gripsholm. The original building was enlarged and fortified by the famous Bo Jonsson Grip ('the griffin'), the all-powerful minister, or rather co-regent, of King Albert from 1371 to 1385, and was afterwards presented by Sten Sture the Elder to the monastery. Soon afterwards Gustavus Vasa suppressed the monastery and took possession of the castle, which he re-erected and

fortified anew in 1537. It was subsequently enlarged and embellished by Gustavus III., who left it in its present form. The principal building, with its four massive towers, is pentagonal in shape, and encloses two courts, still presenting many of the features of a mediæval stronghold. In the outer court are two huge cannon, popularly called the 'boar' and the 'sow', captured by Jacob de la Gardie at Ivanogrod in 1581. In the interior (fee 1 kr.: more for a party) are shown the rooms where John, the son of Gustavus Vasa, was kept a prisoner by his brother Eric XIV... and where the latter when insane was afterwards confined by John III., who deposed him in 1568. Nine years later the unhappy Eric was poisoned at Orbyhus by his brother's order (see p. 358). The small room shown here as his prison was really built at a later date. The unpopular Gustavus IV. signed his abdication here in 1809, and an adjoining apartment is said to have been used by his father as a dressing-room for private theatricals in which he himself took part. The castle contains a very extensive collection of portraits of historical personages, nearly 2000 in all, including Gustavus Vasa and his son Eric XIV., painted by the latter, and a number of their contemporaries, the ambassadors present at the conclusion of the Peace of Westphalia in 1648, Gustavus III. and his contemporaries, and many others. A collection of mediæval furniture, tapestry, and plate also deserves inspection. - About 5 Engl. M. to the W. of Mariefred is the extensive cannon-foundry of Aker, near which are the gunpowdermills of Räcksta. — To the N.W. of Mariefred (12 Engl. M.) lies Strengnäs (see below).

The next interesting place on the S. bank of Lake Mälaren is Strengnäs, which is called at by a large proportion of the steamers plying on the Mälaren, so that travellers will have at least two opportunities daily of making this excursion. Most of the steamers start from the Munkbrohamn (Pl. D, 5), and some from the Ridarholm. The passage takes  $3^{1}/_{2}$ -4 hrs.; fares  $2^{1}/_{2}$  or  $1^{1}/_{2}$  kr.

The steamers to Strengnäs, after passing the entrance to the Gripsholmsvik (p. 344), steer between the mainland and the Selaö, which formerly belonged to several families of historical note. To the right, on the island, is the conspicuous farm of Melsåker, once a richly furnished château, and near it is the church of Ytter-Selaö. On the mainland lies Sundby, beyond which we observe to the right the small Tynnelsö, with a building once occupied by the bishops of Strengnäs. We now enter a narrow strait between the Tosterö and the mainland, and soon stop at Strengnäs (Hotel), a town with 1600 inhab., prettily situated. The history of the place reaches back to the pagan era. A monastery was afterwards erected here, and in 1291 a bishopric established. Gustavus Vasa was elected king at Strengnäs in 1523,

and the throne was secured to his heirs by a decree passed here in 1547. Half the town was burned down in 1871, but has since been rebuilt. The handsome Gothic \*Cathedral was consecrated in 1291, but took fire on the occasion. It was afterwards restored, but again repeatedly injured by fire, and has undergone frequent alterations. It now ranks fourth in importance among the cathedrals of Sweden. The disproportionate thickness of the pillars is accounted for by the fact that after a fire in 1551 the walls of the church were lowered 30 feet. The choir is now the most interesting part. Charles IX. (d. 1609), with his two wives and several of his children, Sten Sture the Elder (d. 1504), Karl Gyllenhjelm (d. 1650), a natural son of Charles IX., a distinguished general, and a pious theologian and author (on whose monument are placed the fetters worn by him when a captive in Poland), Admiral Stenbock, and other eminent persons lie buried here. The church also contains a collection of reminiscences of the famous bishop Conrad Rogge (d. 1501). The old episcopal mansion built by Rogge, with picturesque gables and turrets, now used as a school-house, contains the room on the upper floor where the election of Gustavus Vasa took place. A building to the W. of the church contains the Episcopal Library, a valuable collection, and a small museum and cabinet of coins. The modern episcopal residence is on the S.side of the cathedral.

A little to the S. of Strengnäs is the estate of Ulfhäll or Olivehäll, and in the neighbourhood are several other pleasant country-houses.— A road leads to the W. to Thorshälla and Eskilstuna (pp. 348, 349), about 21 Engl. M. distant, but it is preferable to proceed thither by water or by railway (see R. 44).

The N. bank of Lake Mälaren, between Stockholm and Vesterås, though also picturesque, is less interesting than the S. bank. The ramification to Sigtuna and Upsala, 30 Engl. M. in length, is described in R. 45 b. Enköping, see p. 311. Vesterås, see p. 310.

THE BALTIC. Of the numerous excursions which may be made by steamboat on the Baltic, on the E. side of Stockholm, those which will repay the traveller best are to (1) Vaxholm and to (2) Gustafsberg. From the former, if time permit, the voyage may be prolonged to Norrtelge and Östhammar, and from the latter to Dalarö.

The Saltsjö, or bay of the Baltic at the end of which Stockholm stands, is like the Mälaren, dotted with innumerable islands and rocks, separated by wider or narrower channels. Its length from Stockholm to the outermost rocks is nearly 40 Engl. M.

1. VAXHOLM. Steamboats ply from Stockholm to Vaxholm 8-10 times daily. The direct local boats start from the Logardstrappan (Pl. E, 4), but the Toftestaholme boat starting from the Nybrohamn (Pl. F, 3), and the steamers of several different lines start-

ing from Karl den Tolftes Torg (Pl. E, 3, 4), also call at Vaxholm. Passage  $1^{1}/_{2}$ -2 hrs.; fare 65 ö.

The steamer passes the Djurgard, the entrance to the Lilla Värta, and the Lidingö on the left, and the Hästholm, the entrance to the Skurusund (see below), the Hasseludde, and Kummelnäs on the right. It then traverses a broader part of the fjord. passing the Askrike Fjärd on the left, and threads its way between rocky islands until it stops beneath the guns of the fortress.

The rocky island of Vaxholm (\*Hotel) lies about 12 Engl. M. to the N.E. of Stockholm. The village, a poor place with about 1200 inhab., who are chiefly fishermen, consists almost entirely of slightly built wooden houses, which the military authorities may order to be pulled down on a few hours' notice in case of a threatened war. Numerous visitors from Stockholm spend the summer here for the sake of the sea-bathing. On a small rocky island between the Vaxholm and the Rindö rises the imposing Fortress (to which strangers are admitted on showing their passports), founded in the middle of the 16th cent. by Gustavus I. to guard the only practicable approach to Stockholm for large vessels, and strengthened by Gustavus Adolphus. The summit commands a fine view of the surrounding 'skärgård'. A pleasant excursion of 2-3 hrs. may be taken by boat to the Fredriksborg, a picturesque ruined tower on the Vermdö, opposite the E. end of the Rindö, by which the passage between these islands was formerly guarded. This channel is now partially filled up, and is not navigable for large vessels.

is not navigable for large vessels.

Beyond Vaxholm, on the mainland to the N., lies Tuna, at the mouth of the Akers-Canal, through which a steamer runs to Akersberg and Hakunge, situated on a picturesque lake. Farther distant, to the N. E., are the islands Södra and Norra Ljusterö, beyond which is the large estate of Östanå on the mainland. The next steamboat-stations are Vetterhaga and Bergshamra, beyond which, to the N. of the Ixlaö and the Blidö, is the islet of Furusund, with a small village, frequented in summer by sea-bathers from Stockholm. Farther to the N. opens the Telgevik, a fjord about 12 Engl. M. long, at the head of which lies Norrtelge (Stadshotel), a busy little trading town with 1620 inhab., and a favourite sea-bathing place. The environs are pretty, and a pleasant excursion may be taken to Finsta, the birthplace of St. Birgitta, Lake Skevik, the ruined castle of Oxenstjerna at Mörby, and the manufactory of Rånäs with its fine park. By land Norrtelge is 50, by water 90 Engl. M. from Stockholm. M. from Stockholm.

The next steamboat-station of importance is Grisslehamn, at the N. end of the Väddö, the starting-point in winter, when almost all the water-ways to Stockholm are frozen up, for the Aland Islands, Finland, etc. — To the N.W. lie Östhammar and Öregrund, two small trading towns of considerable antiquity, but now unimportant. The steamer next steers to the N. W., passing the mouth of the Dalelf (p. 359), to Gefte (see p. 359), 112 Engl. M. distant from Stockholm by railway (see RR. 45, 47), and 37 sea-miles (148 Engl. M.) by steamer.

2. Another very favourite excursion from Stockholm is to the porcelain manufactory of Gustafsberg, 10 Engl. M. to the E. of Stockholm, but reached by a somewhat circuitous route (steamboat

4-6 times daily from Gustaf III.'s Statue, Pl. E, F, 4, in 13/4 hr.; fare 75 ö.). The steamer steers down the fjord to Kungshamn, and then suddenly turns at a right angle towards the S. into the very narrow and picturesque Skurusund, separating the Vermdö from the mainland. At the S. end of the strait lies Dufnäs, where Gustaf Vasa is said to have fought against the Danish usurpers in his youth. This point may also be reached by the pleasant route from Stockholm to Kolbotten at the E, end of the Järla Sjö (p. 342), from which the traveller may walk to Dufnas in 25 min.; or this route may be taken in returning. At Dufnäs the strait expands, and the steamer then proceeds towards the E. through another and even narrower strait called Södra Stäket, beyond which it enters the broad and almost entirely land-locked Baggens-Fjärd, named after Jacob Bagge (d. 1577), a Swedish naval hero, and steers to the N.E. to Gustafsberg, where the porcelain manufactory is the chief object of interest. One of the specialties of the place is the tasteful Parian and biscuit china, which is favourably known beyond the limits of Sweden.

From the Baggens-Fjärd, a little to the S. of Gustafsberg, another narrow channel, part of which is called the Strömma Canal, separating the Vermdö from the Ingarö, and also traversed daily by steamers, leads to Stafsnäs and the bleak little island of Sandhamn, a genuine specimen of a Scandinavian 'skär', but boasting of a post-office and telegraph-station.

Steamers also run from the Stäke to the S. to Dalarö, a rocky promontory with a picturesque old tower, and a favourite sea-bathing place, with an inn and several pleasant villas. Steamboats occasionally run from Dalarö to the S. to the Gälö, with an asylum for destitute children, the Ornö, the Muskö, with the harbour of Elfsnabben from which Gustavus Adolphus embarked for Germany in 1630, and the Utö, with valuable iron-mines.

# 44. From Kolbäck and Valskog to Flen, Nyköping, and Oxelösund.

138 Kil. (86 Engl. M.). RAILWAY in 7-8 hrs. (fares from Kolbäck to Oxelösund 10 kr. 60, 5 kr. 30 ö.; from Valskog to Oxelösund 11 kr. 5, 5 kr. 55 ö.).

Kolbäck, see p. 310. The train follows the course of the Strömsholms Canal (p. 360) to Strömsholm (p. 361), at its mouth, and then crosses the Borgasund. It next skirts the shore of the mainland, crosses the Qvicksund, and reaches the station of that name. 18 Kil. Rekarne, the junction for the railway coming from Valskog (p. 309) via Kungsör (at the mouth of the Arbogaå, see p. 309) and Öster-Tibble. — The figures prefixed to the following stations indicate their distance from Valskog.

29 Kil. (18 M.) Thorshälla, situated on the Thorshällaå or Eskilstunaå, near its mouth in Lake Mälaren. The town was once an important place, but has been entirely supplanted by Eskilstuna since the construction of the locks (1856-60) by which the falls of the Eskilstunaå are avoided.

35 Kil. (22 M.) Eskilstuna (Nya Hotellet; excellent riverbaths), a town with 7000 inhab., charmingly situated on the Eskilstunaa, derives its name from Eskil, an Englishman, Archbishop of Lund, and one of the first preachers of Christianity in Södermanland. The tradition that he was stoned by the heathen populace at Strengnäs and buried here is unfounded. He resigned his prelacy a few years before his death and retired to the Bernardine monastery of Clairvaux in France, where he died in 1181. A Bernardine monastery founded here in the 12th cent. was suppressed in 1527 by Gustavus Vasa, who erected on its site a royal palace, which was burned down in 1680. Fragments of the building are still to be seen in the churchvard. In 1654 the first metal-works were established here by a Livonian from Riga, and in 1659 municipal privileges were conferred on the town. Since that period, and particularly since the completion of the canal to Thorshälla in 1856. Eskilstuna has become a famous manufacturing place, the 'Swedish Sheffield', the staple commodities being iron and steel wares. The town consists of the Gamla Stad on the E. bank, the Nya Stad on the W. bank, the adjoining Fristad, and the Karl Gustafs Stad. The most important establishments are Karl Gustafs Gevärsfaktori, or gun-manufactory belonging to government, on an island in the river, founded in 1814; Munktell's Foundry and Engine-Works, opposite; the Tunafors rolling and polishingworks, belonging to a company, to the S. of the town; and the Stålfors cutlery works, which produce excellent goods at moderate prices. Damascened wares form a specialty of the famous steelworks in the Fristad. Eskilstuna possesses a Technical School, where a collection of the manufactures of the place is exhibited. — The favourite places of recreation in the neighbourhood are the Djurgård, Sommarro to the W. of the Fristad, and Snopptorp's Helsobrunn to the S.

From Eskilstuna a Steamboat plies 4 times weekly to Stockholm, viâ Thorshälla and Strengnäs (p. 345). — About 7 Engl. M. to the N.E. of Eskilstuna is the church of Jäder, the burial place of Axel Oxenstjerna (d. 1654), containing a few memorials of the Thirty Years' War. Adjacent is the large estate of Fiholm, on Lake Mälaren.

40 Kil. (25 M.) Skogstorp; 45 Kil. Hållsta; 61 Kil. Helleforsnäs; 69 Kil. Mellösa.

65 Kil. (40 M.) Flen, the junction of the Vestra Stambana (p. 292; for Stockholm).

89 Kil. (55 M.) Vadsbro; 96 Kil. Bettna; 103 Kil. Vrena; 111 Kil. Stigtomta; 116 Kil. Larslund, all in the district of Södermanland (p. 292), with its numerous lakes.

125 Kil. (78 M.) Nyköping (Assemblée-Källaren), a town with 4400 inhab., at the mouth of the Nyköpingså, which drains several lakes and here falls into the Stadsfjärden, a bay of the Baltic. Nyköping is the capital of the län of the same name, and is frequently mentioned in the early history of the country. The water

of the river, which forms a fall here, is utilised as the motive power of the Nyköpings Mekaniska Verkstad, a large machine factory. — Steamer to Stockholm twice weekly, to Norrköping once weekly.

133 Kil. (82½M.) Stjernholm. 138 Kil. (86 M.) Oxelösund, with a good harbour. The steamer plying on the Göta Canal, between Gothenburg, Jönköping, and Stockholm, calls here (see p. 300).

## 45. From Stockholm to Upsala.

A visit to UPSALA is best made as an excursion from Stockholm, the traveller either going there and back by train, or going by steamer and returning by rail. Travellers on their way to Ostersund and Throndhjem (R. 49) may visit Upsala in passing. The excursions from Upsala to Gefle, Falun, etc., are not interesting enough to be recommended to the ordinary tourist.

a. By Railway.

66 Kil. (41 Engl. M.). RAILWAY in 1 hr. 40 min. to 31/2 hrs. (express fares 5 kr. 65 ö., 4 kr.; ordinary, 4 kr. 65, 3 kr. 50, 2 kr. 35 ö.).

The train starts from the Central Station (p. 311), and passes Karlberg (p. 341) on the left and Rörstrand on the right. The line to Vesterås now diverges to the left (R. 42). To the right is the church of Solna. — 7 Kil. Jerfva, from which a road leads to (20 min.) Ulriksdal (p. 342). Farther on we observe Edsberg on the right, at the N. end of the Edsvik, and Sollentunaholm on the Norrvik (with the church of that name to the left). 19 Kil. Rotebro, 25 Kil. Väsby.

32 Kil. (20 Engl. M.) Rosersberg, the station for the \*Château of Rosersberg (Rosersbergs Stott), situated 1½ Engl. M. to the W. on a bay of Lake Mälaren, and not visible from the train. The place derives its name from the family of Tre Roser, to which it once belonged. It next came into the possession of the famous Oxenstjerna, and afterwards became the property of the crown. It was a favourite residence of Charles XIII. and of his adopted son Bernadotte. The picture-gallery contains busts of these monarchs and others in marble, by Byström, Etruscan vases, etc. The library consists of 7000 vols., a catalogue of which, written by Charles XIII. himself, is shown. His bedroom is also preserved in its original condition. A visit to Rosersberg by the small Sigtuna steamer (p. 351) forms a pleasant excursion from Stockholm. (The Upsala steamer does not touch here.)

From (36 Kil.) Märsta a visit may be paid to (8 Kil.) Sigtuna (p. 352); the road turns to the left after 3 Kil. and finally crosses the Garnsvik. 48 Kil. Knifsta, 59 Kil. Bergsbrunna. We now obtain a fine view of the plain of Upsala (Upsala-Slätten), the cradle of Swedish culture, with the churches of Danmark and Vaksala.

About 11/2 Engl. M. to the E. of Bergsbrunna lies the village of Danmark, whence we may walk in 1/2 hr. to Hammarby, with the country-house of Linnœus, in which he died in 1778. — Near Hammarby are the celebrated Mora Stones (Morastenar). The ten stones now remaining are

enclosed in a stone building erected in 1770, but probably few of them are genuine. It was here that the newly elected kings swore to observe the laws of the country, and they thereupon received an oath of allegiance from the laymän, or judges, in the name of the people, who prayed that God might |grant the king a long life, taking care to add the reservation, 'if he be a good king'. The original Mora Stones, which had all discovered by the time of Gustavay Vers, acquainted of a large stone. disappeared by the time of Gustavus Vasa, consisted of a large stone, resting on several smaller ones, adjoining which were placed the hyllningsstenar, or 'homage-stones', on which the new king mounted to show himself to the people. By the homage-stone, on the election of each new sovereign, was placed a smaller stone bearing his name and the date. It is of these last alone that the Mora Stones now consist.

The train crosses the Säfjaå, an affluent of the Fyriså, approaches the latter stream at Ultuna, traverses Kungsängen ('the king's meadow'), formerly the Fyrisvall, and soon enters the handsome station of (66 Kil.) Upsala (p. 353).

### b. By Steamboat.

90 Kil. (56 Engl. M.). Steamboat daily in 5 hrs., starting from Riddar-holmen (Pl. D, 5) in the forenoon (fare 2 kr.). Another boat, leaving the Munkbrohamn (Pl. D, 5), about noon, plies to Sigtuna (3 hrs.; 11/2 kr.) and Orsundsbro.

The scenery is somewhat monotonous, and the steamer is a slow conveyance, which stops at nineteen intermediate stations; but those who have ample time will prefer it to the train, at least for the journey to Upsala. The first station is Nockeby, where a wooden bridge connects the mainland with the Kersö, from which another bridge crosses to Drottningholm (p. 343). The broad expanse of Lake Mälaren is quitted here, and the steamer threads its way between the islands and the mainland, crossing several fjärdar (bays). On the right lies the pleasant estate of Hesselby, beyond it that of Riddarsvik (station), and to the left is the island of Svartsjö (p. 344). Farther on we pass, on the right, the château of Görväln, built by Duke John, brother of Charles X., and on the left that of Lennartsnäs, once the property of Lennart Torstenson (d. 1651), one of the most distinguished generals of Gustavus Adolphus in the Thirty Years' War. We now reach the narrow strait of Stäket (said to be a word of Finnish origin), an island in which, called Almare - Stäket, contains a few fragments of the castle of St. Erik's Borg. An ancient stronghold which stood here was destroyed by the Esths in 1187, and a castle was afterwards erected on the same site by Nikolaus Ragvaldi, Archbishop of Upsala. At a later period it was occupied by Archbishop Gustaf Trolle, a powerful opponent of the administrator Sten Sture the Younger, who took the castle and destroyed it in 1517. This strait forms the entrance to a long and narrow arm of the lake called Skarfven. We next pass the estate of Runsa on the right. Beyond it, in a bay on the right, lies the château of Rosersberg (p. 350), which is called at by the Sigtuna steamer, but is not visible from the Upsala boat.

Farther on, we observe to the right the recently restored châ-

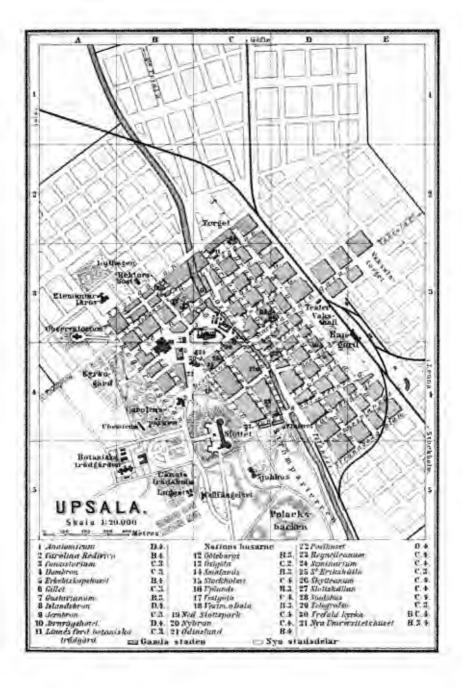
teau of Steninge, once the property of Marshal Fersen, who was murdered by the populace during an insurrection at Stockholm in 1812. The park contains a monument to his memory. We now enter the Sigtuna-Fjärd, in which, to the right, lies —

Sigtuna (no hotel; restaurants only), once one of the largest and handsomest towns in Sweden, but now containing 500 inhab. only. It was founded at the beginning of the 11th cent. by Olaf Skötkonung, and was destroyed by the Esths in 1187. They are said to have carried off the two massive silver doors of the choir of one of the churches, which now adorn a church in Novgorod. All that remains of the ancient buildings of Sigtuna consists of the scanty ruins of the churches of St. Peter, St. Lawrence, St. Olaf, and St. Nicholas. The present church once belonged to a Dominican monastery. The place is prettily situated, and commands a fine view of the lake. Route to Märsta, 8 Kil., see p. 350.

To the left we next observe the Signildsberg, the site of a still more ancient town of Sigtuna (För-Sigtuna or Foru-Sigtuna), the scene of the saga of Hagbart and Signe. On the same bank lies Håtunaholm, with the church of Håtuna, where dukes Eric and Valdemar took their brother King Birger prisoner in 1306 and compelled him to grant them extensive privileges. The following year Birger revenged himself by inviting them to Nyköping, where he caused them to be thrown into prison and starved to death, an act of barbarity which cost him his.throne. The three brothers are interred in the choir of the Storkyrka at Stockholm. Beyond Erikssund, Finstaholm (stations), and the church of Häggeby, the arm of the lake expands into the Skofjärd, on the left side of which rises the—

\*Skokloster (properly Skogkloster, 'forest monastery'; station), an imposing château, on the site of a monastery which originally belonged to the Dominicans and afterwards to Cistercian nuns. The convent was suppressed by Gustavus Vasa, and was presented by Gustavus Adolphus to Marshal Herman Wrangel, whose son Charles Gustavus Wrangel erected the present château in the style of that of Aschaffenburg in Germany and filled it with treasures captured during the Thirty Years' War. After his death it passed into the possession of Count Brahe, his son-in-law, and still belongs to the same family. The building is square in form, each side being 140 ft. long, and encloses a court in the interior. At each corner rises a handsome tower roofed with copper.

A great part of the \*INTERIOR is still in an unfinished condition. The handsome Vestibule is borne by eight Ionic columns of white marble, which were presented by Queen Christina. The Kungssal has a richly decorated stucco ceiling. The staircases and vestibules are embellished with numerous portraits (including those of several of Marshall Wrangel's Scotch auxiliaries), pictures by Ehrenstrahl and others, and rich tapestry. The very valuable Collections preserved here comprise a Library containing 30,000 vols. and numerous MSS., and an Armoury with 1200 guns of various kinds, a number of swords, daggers, and bows, the sword of





Ziska, the famous Hussite leader, the sword used by the executioner at the 'Blood-bath of Linköping' (p. 302), and the shield of Emp. Charles V., said to have been executed by Benvenuto Cellini, and captured at Prague in 1648.

Near the château is the handsome Gothic \*Skokyrka, which originally belonged to the monastery. It contains the burialchapel of Marshal Herman Wrangel and an equestrian statue to his son, a handsome pulpit, and an interesting altar-piece. The font and a figure of the penitent Magdalene were brought from the monastery of Oliva near Dantzig. Here, too, is buried Hedvig Charlotta Nordenflycht, 'the Swedish Sappho', who on account of a disappointment in love threw herself into a river and died shortly afterwards (1763). — The overseer of the estate provides visitors with board and lodging if required. The traveller may now row to Alsike, and drive thence to the (7 Kil.) Knifsta railway-station (p. 350).

Beyond Skokloster the steamer enters the Fjärd Ekoln. On the right are the church of Alsike and the estate of Krusenberg (station); on the left the churches of Aker, Dalby, and Näs. To the right, farther on, is Kungshamn, where the kings of Upsala are said once to have kept their fleet. At stat. Flötsund the steamer enters the muddy Fyriså. To the right stretches the fertile plain of Upsala, with the churches of Danmark, Vaksala, and Gamla Upsala. On the left is the agricultural school (Landbruks-Institutet) of Ultuna. The river expands considerably at two places. beyond which Upsala comes in view and is soon reached.

## 46. Upsala.

RAILWAY STATION on the E. side of the town (Pl. D, E, 3, 4). Steamboats stop at the Strömparterre (Pl, D, 4, 5) on the S. side.

boats stop at the Strömparterre (Pl. D, 4, 0) on the 5. side.

Hotels. Jernyägs-Hotel (Pl. 10; D, 4), Sala, and Gefle, all in the Kungsgata, near the railway-station. 'Stads-Hotellet, Drottning-Gatan (Pl. C, 4), with good restaurant and café.

Restaurants. \*Upsala Gille, Vestra Agatan 8; \*Vaksaala (Pl. D, 3; known as Rullan), at the station, in summer only. Among the cafés may be mentioned that of the 'Strömparterre (Pl. D, 4, 8), at the steamboatpier, with a pleasant garden where a band plays in the evening.

Baths. Hydropathic Establishment, by the Slottskällan, below the

Slott. River and Swimming Baths by the Dombro and beyond the Svart-

backstull (on the road to Gamla Upsala).

Reading Room, with foreign newspapers, at the Upsala Gille, Vedtorget; admission 50 ö., or for a month 1 kr.

Bookseller. Akademiska Bokhandeln, Dombro; Lundeqvistska Bokhandeln, Drottninggatan and Östra Agatan. Fine series of views of Upsala and Sigtuna by Billmark, 24 kr.; Upsala i Taftor, twelve views bŷ Nay, 6 kr.

Cabs (Akare) at the railway-station and the steamboat-pier. Drive in the town for 1 pers. 50, for 2 pers. 75 ö.; to Gamla Upsala 2 kr., with two horses, 3-4 pers., 4 kr.; to Eklundshof, 1-2 persons, 50 ö.; to Ultuna

Promenades. Odinslund, between the cathedral and the university; Slottspark; also 'Parken' on the Pollacksbacke on the S. side of the town, especially during the drill of the 'Indelta Armee'. Shady walks on the W. side of the town. — Views from the Slott and from the steps of the University; finest view of the Cathedral from the Östra Agata, near a mill-weir in the Fyriså.

University Collections. Botanic Garden, always open.

Coins and Northern Antiquities, St. Larsgatan 2; apply to the 'aman-

Library, open in summer on Tuesdays and Fridays, 11-1 o'clock. At other times the hotel-keepers will send for the 'vaktmästare', who, however, is sometimes engaged.

Linne's Garden ('Linnéanska Trädgården'), Svartbäcksgatan 27, may

conveniently be visited on the way to Gamla Upsala.

Mineralogical Collections in the Chemical Laboratory (Nya Kemiska Bygnaden), Tuesdays and Fridays, 12-1.

Physical Cabinet, in the same building, Wed. and Sat., 12-1.

Picture Gallery (Museet for Bildande Konst), in the Gustavianum,

to the W. of the cathedral, Sat. 1-2.

Zoological Museum, in the Gustavianum, open on week-days. The same building contains Marklin's Natural History Museum (apply to the 'konservator').

Upsala (which is the genitive of Upsalir, 'the lofty halls'), the most famous university-town in Sweden, and the residence of the archbishop, the 'landshöfding', and other dignitaries, with 15,800 inhab., lies on both banks of the Fyrisa, which is crossed by five bridges. The modern part of the town (Staden) lies on the flat E. bank, while the older quarters (Fjerdingen) are on the somewhat abrupt W. bank. The extension of the town indicated on the Plan has as yet been scarcely begun. It was formerly called Östra-Aros, and at the period when the kings of Sweden resided at Gamla Upsala it formed their commercial town and harbour. In 1276 the headquarters of the archiepiscopal see, which had been founded a century earlier, were transferred from Gamla Upsala to the present town, while the kings selected Stockholm as their future residence. Like Throndhjem in Norway, Upsala may be regarded as the historical and intellectual centre of the empire to which it belongs. Anciently it also formed the great stronghold of paganism, memorials of which abound in the tombs and monuments of the neighbourhood; and it was here that the apostles of Christianity encountered the most determined opposition. Geijer, in one of his most beautiful poems, 'Den Sista Skalden' (the last of the bards), represents the venerable bard on his return home extolling the magnificence of the temple of Upsala, beneath the lofty arches of which Svithiod's mighty gods were enthroned, and he afterwards depicts the burning of the sanctuary and the baptism of the terrified inhabitants in the Fyrisa. It is in these historical and mythical associations that the interest attaching to Upsala to a great extent consists. The chief modern centre of attraction is the university, which was founded in 1477.

The \*Cathedral (Pl. C, 3) is picturesquely situated on a height (mons domini) rising above the Fyrisa. The exterior, with its two towers, which were intended to be 388 ft. in height, has been disfigured by restorations, but the interior, though plain, is very impressive. The strictly Gothic style of the architecture recalls

that of some of the French cathedrals, and is accounted for by the fact that the architect was Etienne de Bonneuil, a Frenchman. The edifice was begun in 1289 and completed in 1435, but was partly destroyed by fire in 1702. It consists of a nave with aisles, a transept, and a choir, the last forming a prolongation of the nave, while the retro-choir is a continuation of the aisles. The handsome vaulting is borne by 24 pillars. The windows are lefty and narrow. Between the flying buttresses, which are enclosed within the walls of the building, are a series of chapels on each side, forming a third and fourth aisle respectively. These chapels are also carried round the choir, where they contain the most celebrated monuments in the cathedral. In the interior the church is 359 ft. long, 103-136 ft. broad, and 90 ft. high. The roof rises to a farther height of 23 ft., and the towers, as far as the lanterns added by Hårleman, are 178 ft. high. The 'Klockare', who lives in the adjacent 'Domtrapphus', understands a little German (fee 1/2-1 kr.).

Among the objects of interest in the interior are the pulpit, designed by Tessin, the large organ, the altar (by Burchard Precht of Rome, 1731), and the candelabra (ljuskronor), one of which, in silver, weighs 521/2 lbs. To the right of the altar is the silver-gilt sarcophagus of King Erik IX. (d. 1160), the patron saint of Sweden. At the back of the altar is the tomb of Jacob Ulfson (1421-1521), Archbishop of Upsala. The chief boast of the cathedral, however, is the \*Burial Chapel of Gustavus Vasa (\*Gustavianska Koret\*; d. 1560), at the back of the choir. The walls of the chapel are embellished with two large and five small frescoes by Sandberg, representing scenes from the life of the great monarch, and are inscribed with the words of his last address to the Estates in 1560. In the centre of the chapel is placed his recumbent figure, between those of Catherine of Lauenburg and Margaretha Lejonhufvud, his first two wives, on a pedestal ('castrum doloris') with obelisks at the corners. His third wife, Karin Stenbock, who survived him upwards of sixty years, is also interred in this chapel. The handsome stained-glass windows are by Way. The Chapel of Katarina Jagellonica contains the sumptuous monument in marble to John III, (d. 1592), which was executed in Italy, but wrecked on the voyage from Leghorn to Sweden, and taken to Dantzig, where it remained till 1785. The other chapels around the choir belong to the illustrious families of Sture, Brahe, Oxenstjerna, Lejonhufuud, and De Geer. The monument of Linnaeus is in the Banér Chapel, which adjoins the N. aisle, while the remains of the great naturalist repose under the organ-loft. It consists of a pyramid of porphyry, with a bronze medallion of Linné by Sergel, and bears the inscription: 'Carolo a Linné Botanicorum Principi Amici et Discipuli, 1798'. — The Sacristy contains many curiosities and precious relics, including ecclesiastical vessels in gold and silver, vestments, crowns, sceptres, the clothes of the Sture who were put to death by Eric XIV. (in 1568), the derisive gift of King Albert of Mecklenburg to Queen Margaret (a stone for sharpening her needles), and her retort in the shape of a banner formed out of her own interred in this chapel. The handsome stained-glass windows are by Way. needles), and her retort in the shape of a banner formed out of her own under-garments.

The traveller should walk round the outside of the church and inspect the Choir and the imposing lateral \*Portals. To the N. of the cathedral is the Eriks Källa (Pl. 25), or Spring of St. Eric, which is said to have burst forth on the spot where the saint was executed. Its water is now used by a hydropathic establishment.

To the W. of the cathedral rises the large new building of the University (Pl. 31; D, 3, 4), erected since 1877. The University, founded by Sten Sture in 1477 and richly endowed by Gustavus Adolphus, is now attended by about 1500 students. There are about 50 professors, and as many lecturers and tutors.

On entering the university each student is bound to attach himself to one of the thirteen 'nations', each of which, somewhat like the colleges of Oxford and Cambridge, possesses its own buildings, presided over by curators, inspectors, and a committee of management. The members of each nation are divided into seniores, juniores, and recentiores. On the choice of a 'nation' depends to a great extent the character of the student's education and his future career, and each retains his rights of membership for life. Duelling, to which severe penalties were attached by a law of 1682, has long been unknown in Sweden. One of the chief 'national' recreations is quartett-singing.

To the S. of the cathedral is the Trefaldighets-Kyrka (Pl. 30; B, C, 4), or Bondkyrka ('church of the Trinity', or 'of the peasants'). an older edifice than the cathedral, but now uninteresting. It belongs to the rural part of the parish of Upsala. Farther on is the Odins Lund (Pl. 21; B, 4), a promenade adorned with an obelisk to the memory of Gustavus Adolphus. We next reach the Carolina Rediviva (Pl. 2; B, 4; adm., see p. 354), a handsome building (with fine view from the flight of steps) containing the valuable library of the university (200,000 vols. and 7000 MSS.). the chief treasure of which is the famous \*Codex Argenteus, a translation of the four Gospels into Meso-Gothic by Bishop Ulphilas, dating from about the second half of the 4th century, written on 188 leaves of parchment in gold and silver letters on a reddish ground. This precious MS., which was captured in the Thirty Years' War, was presented by Queen Christina to Vossius, her librarian. and was purchased from him for 400 crowns by De la Gardie, the chancellor of the university. It is to this work of Ulphilas that we are almost exclusively indebted for our knowledge of the ancient Gothic language, which stands nearly in the same relation to the Germanic languages as Sanscrit to the whole Aryan family.

In front of the library is the Carolina Park (Pl. B, 4), with a Monument of Charles XIV. John (Bernadotte, d. 1844), by Fogelberg. To the S.W. of the park rises the handsome Chemical Laboratory (Pl. B, 4), with the Physical Cabinet (adm., see p. 354).

A little farther on in the same direction is the Botanic Garden ('botaniska trädgården; Pl. A, 5), which is always open to the public. The botanical lecture-room contains a marble Statue of Linnæus by Byström. The celebrated botanist resided at No. 27 Svartbäcksgatan (Pl.11; C, 3), and in summer at Hammarby (p. 350).

To the E. of the botanic garden rises the large and unpleasing Slott (Pl. C, 4), a castle founded by Gustavus Vasa in 1548, but never completed. In front of it is a bust of the founder by Fogelberg. In this castle Eric XIV. caused the ill-fated Sture to be murdered, and it was here that Queen Christina abdicated. The N. tower and the Styrbiskop (built to 'overawe the bishops') are now in ruins. Fine \*View from the castle, to the N. of which

Gamla Upsala is visible. — A little farther on are the new Hospital (Sjukhus) and the grounds of the Strömparterre. Farther to the S. is the Polacksbacke, another good point of view. (Comp. Pl. C. D. 5.).

The principal university-buildings not yet mentioned are the Gustavianum ('Gustavianska Akademien'; Pl. 7; B, 3), with zoological and other collections; the Observatory ('Astronomiska Observatoriet'; Pl. A, 3); the Regnetleanum (Pl. 23; C, 4), Trädgårdsgatan 18; the Anatomy Building ('Anatomi Bygnaden'; Pl. 1; D, 4), Vestra Ågatan 26; the Collection of Coins and Northern Antiquities ('Myntsamling och Nordiska Fornsaker'), St. Larsgatan 2.

The Cemetery (Pl. A, 4) situated to the W. of the library, deserves a visit. Among the numerous monuments of distinguished men is that of Geijer, the poet. The monuments of the different 'nations' of the students should also be noticed (see p. 356).

Excursions. The most interesting spot near Upsala is \*Gamla Upsala, about 31/2 Engl. M. to the N.E., the first station on the railway to Gefle (p. 359). On foot or by carriage (see p. 353) we may reach it either by the shadeless high-road to Gefle, turning to the right after 2 Engl. M. and following the bye-road round the hill, or more directly by the road diverging after 1/2 M. from the Gefle road and running parallel with the railway. Here are the three Kungshögar, or Tumuli of the Kings, named after the Scandinavian gods, Thor, Odin, and Freyr, each about 58 ft. high and 225 ft. in diameter. One of them was opened in 1845 and another in 1874, when evidence of their having been thrown up by human hands was found. Near them is the Tingshög ('assize hill'), 39 ft. in height, from which the kings down to Gustavus Vasa used to address their subjects. - Adjoining the tumuli is a very ancient Church, built of field-stones (gråstenar or vräkstenar), containing a monument to Anders Celsius, several old pictures, and ecclesiastical vessels. The inn here contains a drinking-horn, presented by Bernadotte, out of which the Swedish students quaff mead in memory of the venerable associations of the place. - Of the ancient temple of Upsala, which is said to have been lined with polished slabs of brass in Oriental fashion, no trace has ever been

From Upsala to Lenna, 21 Kil. (13 Engl. M.), railway in 1<sup>1</sup> 4 hr. (fares 1 kr. 40, 80 o). Intermediate stations: Bärby, Marietund. —21 Kil. Lenna.

### 47. From Upsala to Gefie.

114 Kil. (71 Engl. M). RAILWAY in 4-5 hrs. (fares 8 kr. 55, 5 kr. 15 ö.). The scenery is uninteresting, but a visit may be paid on the way to the waterfall of the Dalelf at Elfkarleby and to the famous iron-mines of Dannemora.

The train at first follows the course of the Fyrisa.

4 Kil. Gamla Upsala, with the Kungshögar to the left. 12 Kil.

Stor-Vreta. Beyond (20 Kil.) Vattholma is the interesting château of Salsta, erected by Tessin. 38 Kil. Vendel.

43 Kil. (27 M.) Örbyhus. The château, now the property of Count de Geer, belonged for nearly two centuries to the celebrated Vasa family and was fortified by Gustavus Vasa. It was here that his unfortunate and half-insane son Eric XIV. was murdered by order of his brother John III. on 25th Feb., 1577.

On 19th Feb. 1577, John wrote thus to Eric Andersson, who was then the commandant of Orbyhus: - 'We have resolved with our council as follows. We give you power and authority to shorten King Eric's life by giving him such a draught of opium or mercury that he can no longer live. When it is prepared give it him to drink. Should he refuse, you may compel him to take it. In case a crowd of ill-disposed persons should come to release him from prison, you must, as soon as you hear of their approach, put an end to his life with the draught above mentioned; and if he will not take it, you are to place him in a chair and open the veins in both his hands and feet in order that he may bleed to death But if he will not submit, you must cause him to be bound and restrained by force as long as necessary; or you may smother him with pillows and cushions. In any case you are first to allow a priest access to him, who may administer the holy sacrament to him. All this you must not omit to do if you wish to be regarded as a good and faithful servant. If there is no danger, it is our will that King Eric receive princely meat and drink and princely attendance. But if it is necessary to act otherwise, our true subjects shall be free from all responsibility'.

Eric's prison is preserved nearly in its original condition. The unhappy prince was arrested on 29th Sept., 1568, deposed on 1st Jan., 1569, and kept a prisoner at Stockholm for 21 months. On 16th July, 1570 he was removed to Abo, on 15th Aug., 1571 to Kastellholm in Aland, on 16th Dec. of the same year to Gripsholm, in June, 1573 to Vesterås, and towards the close of the following year to Örbyhus. When he was poi-

soned in 1577 he was 44 years of age.

FROM ÖRBYHUS TO DANNEMORA, 9 Kil., by a branch-line in 25 min. (fare 70 or 45 ö.). The famous "Mines of Dannemora, which yield the best iron in Sweden, occupy an area of about 2 Engl. M. in length by 30-380 yds. in width. They lie at a depth of 27 ft. below the *Grufsjö*, against the encroachment of which they are protected by means of a massive wall of granite, 37 ft. high at places. The best time to visit the mines is in the forenous. the mines is in the forenoon. They are very cold, and at places they contain masses of ice, sometimes assuming grotesque forms. The miners generally work by the light of coal-fires. The air is oppressive, and the ground slippery.

One of the largest of these mines is that of Österby, 13/4 Engl. M. to the E., the property of Baron Tamm, with a handsome mansion, a park, a steam-hammer and other works, and a church, together forming quite a little town. The château contains a valuable picture-gallery and sculptures by Sergel, Fogelberg, and Byström. — The productive mines of Leufsta or Löfsta are about 20 Engl. M. to the N. of Dannemora.

Beyond Dannemora the train runs on to (43 Kil.) Harg on the Baltic

in 2 hrs. more.

48 Kil. (30 M.) Tobo, with extensive iron-works; 61 Kil. Tierp, on the Tierpså, in a fertile district. Numerous forges in every direction. 69 Kil. Orrskog, whence a branch-line runs to Söderfors on the Dalelf, an anchor-manufactory, driven by the falls of the river, and also belonging to Baron Tamm. It is a prettily situated place, forming a little world of its own.

88 Kil. (54 M.) Elfkarleö. The train crosses the Dalelf here by

means of a bridge of six arches, 408 ft. in length, and a viaduct 437 ft. long. Visitors to the waterfall of Elfkarleby, about 2 Engl. M. lower down the river, alight here. The fall is 49 ft. high and 250 ft. in width, and the volume of water is very large; but, like the principal waterfalls at Trollhättan, it is divided into two parts by an island in the middle of the stream, whereby its effect is diminished. The environs of the fall are tame and uninteresting. Below it is the Stone Bridge of Charles XIII. (Inn), which affords a good survey of the scene. From this point the traveller is recommended to drive to (98 Kil.) Skutskär, the next railway-station, a place with 1400 inhab., situated on the Baltic. and possessing extensive steam-saw-mills. Steamboats to Geffe. Elfkarleby, etc.; another steamboat also plies on the Datelf daily from Husby-Kungsgård, near Elfkarleby, to Avesta, near Krylbo (p. 365).

Immediately beyond Skutskär is (99 Kil.) Harnäs.

114 Kil. (71 M.) Gefle (Stadshuset; Central-Hotellet), a handsome and rapidly increasing town, with 17,000 inhab., is an important commercial and manufacturing place, and the chief outlet for the export of the timber and metal yielded by the provinces of Gestrikland, Helsingland, and Dalarne. It owes its substantial modern appearance to the great fire of 1869, which destroyed the whole of the quarter on the N. bank of the Gefleå. Large Shipbuilding Wharfs. The town contains nothing to interest travellers, and the scenery is unattractive. A walk may be taken in the Stadsträdgård and on the bank of the Gefleå. — Steamboats ply frequently between Gefle and the principal ports on the Gulf of Bothnia; to Stockholm daily. A steam-launch plies daily between Gefle and the fishing village of Bönan, to the N.E. of the town.

THE BRIDGE TO FALUN. 92 Kil. (57 Engl. M.), railway in 33/4 hrs. (fares 5 kr. 50, 4 kr. 60, 2 kr. 75 ö.). — The country traversed is very uninteresting. Stations: Valbo; Margretehill; Sandviken, on the Storsjö, with extensive Bessemer steel-works; Kunstgården. At (38 Kil.) Storvik the line is crossed by the Sala and Krylbo railway (R. 49). 55 Kil. Robertsholm; 59 Kil. Källviken. The train now enters the province of Dalecarlia. At Ryggen it reaches its highest point (704 ft. above the sealevel). Near (87 Kil.) Korsnäs (370 ft.) we obtain a pleasant view of the Runn-Sjö. 92 Kil. (57 M.) Falun, see p. 362.

## 48. From Gothenburg to Falun.

478 Kil. (296 Engl. M.). Railway ('Bergslagernas Jernvägar') in two 4.75 Kil. (296 Engl. M.). Railway ('Bergslagernas Jernvägar') in two days, spending the night at Daglösen (fares, 35 kr. 30, 17 kr. 65 ö.).—
The railway, which traverses the province of Dalsland, and connects the rich mining district ('Bergslager') of Vermland with the great S.W. port of Sweden, offers few attractions to the tourist. The trains are slow, the scenery for long distances together is destitute of special attraction, and even Falun itself is uninteresting. Most tourists will therefore avoid this journey, although it is included in the district for which circular tickets are issued by the Swedich reibrever. are issued by the Swedish railways.

From Gothenburg to Öxnered (82 Kil., 51 Engl. M.), the junction of the Venersborg-Uddevalla line, see p. 287. To the N. we have a view of the Halleberg, and the Hunneberg (p. 288). — The line runs to the N., passing (97 Kil.) Frändefors, (106 Kil.) Brålanda, and (114 Kil.) Erikstad, to —

123 Kil. (76 Engl. M.) Mellerud, junction of the Sunnana-

Fredrikshald line (p. 277).

131 Kil. Köpmannabro, where the line crosses the Dalslands Canal (p. 276) which at this point issues from Lake Venern.—144 Kil. Ånimskog, 155 Kil. Tösse.—164 Kil. Åmål, a little town with 2000 inhabitants. View of the lake to the right.

Passing (181 Kil.) Seffle, the train crosses a canal of the same name, which connects the Byelven, and through it the extensive Glasfjord, with Lake Venern, and then threads its way among the numerous lakes of South Vermland. — 189 Kil. Vermlandsbro, 200 Kil. Segmon, 210 Kil. Grums, 221 Kil. Edsvalla.

232 Kil. (144 Engl. M.) Kil (p. 306), the junction of the Nordvestra Stambana (R. 41), and of a short branch-line to Frykstad.

248 Kil. Deje, with ironworks and a waterfall, on the Klarelf, which the line here crosses by a handsome bridge. — 254 Kil. Mölnbacka, 264 Kil. Molkom, 271 Kil. Lindfors, 279 Kil. Geijersdal.

293 Kil. (182 Engl. M.) Daglösen, at the S. end of Lake Daglösen.

From Daglösen a branch-line runs in 20 min. to (7 Kil.) Filipstad (Stadshotel), also a station on the branch-line mentioned at p. 307, pleasantly situated at the N. end of the Daglösen. Finest view from the neighbouring Hastaberg. Numerous iron-mines in every direction.—Railway (72 Kil., in 5 hrs.) from Filipstad via Mokarnshyttan, not far from which is Rämen, where Tegnér spent a great part of his early life, to Uddeholm and Edebäck on the Klarelf, with extensive iron-works.

304 Kil. (1881/2 Engl. M.) Herrhult, where our line is crossed by the branch-line from Christinehamn to Persberg and Filipstad (p. 307). — 326 Kil. Grythyttehed, 334 Kil. Hellefors, 341 Kil. Sikfors, 352 Kil. Bredsjö, all with iron-works. Numerous lakes

are passed.

At (372 Kil.) Ställdalen the Bergslagernas line crosses the Frövi-Ludvika line mentioned at p. 309; and these two lines run parallel to each other from this point to (384 Kil.) Hörken, (392 Kil.) Grängesberg, (399 Kil.) Klenshyttan, and Ludvika. Between the lakes Norra Hörken and Sodra Hörken the construction of the railway is an object of interest. At Grängesberg we cross the boundary between Vestmanland and Dalecarlia.

408 Kil. (253 Engl. M.) Ludvika (\*Inn, not expensive), prettily situated on Lake Vessman (500 ft.), and connected by a branch-line (Marnäs-Sandsta-Munkbo; 18 Kil.) with Smedjebacken, on

the Strömsholms Canal (see below).

The Strömsholms Canal, which together with the lakes connected by it is about 60 Engl. M. in length, was constructed in 1777-95, and remodelled in 1842-60, for the purpose of connecting the great mining-districts of Dalarne with Lake Malaren and the Baltic. This water-highway reaches its highest level at Smedjebacken, from which it descends 325 ft.

to Lake Malaren by means of 15 locks. Steamers ply between Stockholm and Smedjebacken almost daily, some starting from Riddarholmen (p. 314) and others from the Kött-Torg. Passengers are allowed to spend the night preceding the start and that succeeding the arrival on board. The passage between Stockholm and Strömsholm, through Lake Malaren (7-8 hrs.; comp. p. 342), is somewhat monotonous, but the canal itself is one of the most interesting in Sweden. We here describe the descent

of the canal from Smedjebacken to Strömsholm.

The steamer first traverses the pretty Norra and Södra Barken Lakes (327 ft.), between which are the picturesque church and parsonage of Söderbärke. It next enters Lake Vefungen, where the classic soil of Dalarne (p. 363) is quitted, and then descends through three locks at Semla. At Fagersta (another lock) is one of the largest iron-works in Sweden, with rolling-mills, etc., where gun-barrels are largely manufactured for the Karl Gustaf establishment at Eskilstuna (p. 349). Other important manufactories are situated at Uddnäs (lock) and Vestanfors (lock), at which last Bessemer steel is largely manufactured. We now enter the Stora Aspen Lake and beyond it Lake Amänningen (250 ft.), a large sheet of water, on the E. bank of which the steamer touches at

Engelsberg, a place of some importance, as it lies on one of the railways from Stockholm to Storvik, Falun, and Gefle (p. 365). — At Virsbo (lock) we enter the Virsbosjö, beyond which follows a long canal-reach to Seglingsberg (lock), with another manufactory (also a railway-station). The steamer next traverses the lakes Öfre and Nedre Nadden (230 ft.) and another part of the canal, where two locks descend to —

Ramnäs (railway-station, p. 310), with numerous manufactories in the neighbourhood and a church, where the most picturesque scenery on the canal begins. The route next leads through the Norrbyström, and past the extensive iron-works of Suyahammar (two locks), into the Öst-Surasjö (179 ft.), which is quitted at Alsätra (lock). A little farther on is Trängfors (three locks), then "Skansen (Inn; two locks), the most beautiful point on the canal, and Sörqvarn (three locks). Whilst the steamer is passing through these eight locks, by means of which it descends about 126 ft., passengers have ample time to land and inspect the picturesque waterfalls of the Kolbäckså, near Sörqvarn, and the surrounding scenery. Farther on, the steamer passes the waterfalls Sörstafors (with a large paper-mill) and Prestfors by means of a lock, beyond which it passes under the railway at Kolbäck. We next descend two more locks at Vestergoarm, and then the last of the series at —

Strömsholm (Elmström's Hotel), where the level of Lake Malaren, about 2 ft. only above the Baltic, is reached. Strömsholm lies at the influx of the Kolbackså into the lake. The old castle here was built by Gustavus Vasa (d. 1560) and presented by him to his queen Katharina Stenbock, who spent her widowhood here and died at the castle in 1621. Another royal residence, designed by Tessin, and still well preserved, was erected on the castle island by Hedvig Eleonora, the queen of Charles X.— An excellent stud of horses is kept here.— Railway from Strömsholm to Kolbäck (and Stockholm), see R. 44.

417 Kil. (258 Engl. M.) Gräsberg, 426 Kil. Rämen, on a lake of the same name; 435 Kil. Skräcka; 455 Kil. Borlänge, junction of a branch-line to Krylbo (p. 365). At (456 Kil.) Domnarfvet, a lofty bridge carries the line over the Klarelf, which here forms a waterfall. There is a large saw-mill on the bank. — 461 Kil. Ornäs, at the S.W. end of Lake Runn, on which a steamboat plies.

Ornäs and the banks of the Runnsjö are classic soil in Swedish history. At the S.E. end of the lake is Rankhyttan, with the barn (kungslada) in which Gustavus Vasa when a fugitive and disguised as a Dalkarl once thrashed corn. At Ornäs he was enabled by Barbro Stigsdotter to clude his pursuers, to whom her husband Arendt Persson was

about to betray him. His bed and other memorials are still shown here in the Kungskammare, from the window of which Barbro let him down

by a long towel.

478 Kil. (296 M.) Falun (\*Dala Hotel, not expensive; Nya Hotellet; Falu Hotel), the capital of Dalarne (Dalecarlia), with 7000 inhab., far famed for its copper-mines, lies between lakes Varpan and Tisken, on both banks of a small stream, and in the vicinity of the Runn-Sjö. The town has obviously grown out of a group of separate villages, the names of which still survive. On the E. bank of the stream are Östanfors, Lallarfvet, Öfra and Yttra Åsen, Slaggen, and Holmen; on the W. bank Presttägten, Gamla Herrgården, and Elsborg. The principal buildings are the Kristina-Kyrka in the Stortorg, the Kopparbergs-Kyrka, with its green copper roof, the Rådhus, the Gymnasium, and the Magasinhus, which contains a collection of minerals. The Villa at Lillarfvet and Manhem to the E. of the town are popular resorts.

Towards the S.W. the whole face of the country presents the appearance of having been burned up by the Roströk, or smoke from the Rosthögar ('roasting hills') which surround the mines. This smoke blackens all the wood exposed to its influence, and gives metals a spotted appearance, but it is believed to be an excellent disinfectant, and to have warded off the cholera and other epidemics on several occasions. The fumes of the vitriol of copper in the mine itself have still more marked preservative properties. In 1719 the body of a young man named Matts Israelson, with the sobriquet Fet-Mats, who had perished in the mines 49 years previously, was recovered, and was so well preserved that it was immediately identified by an old woman to whom he had been betrothed. For 21 years more it was preserved in a glass case, but at length fell to pieces and was buried.

The Falu Grufva or Stora Kopparberget (corrupted to Kårberget) has been known to history since 1347, but was probably worked at a still earlier period. The yield was formerly much larger than at the present day (20,000 skeppund, or about 3322 tons annually in the 17th cent., but now 4-5000 skeppund, or 664-830 tons only). At one time the mines of Åtvidaberg in Öster-Götland (p. 303) even took precedence of those of Falun, but they now yield about 430 tons only per annum. As in the middle ages, therefore, the mines of Falun still claim the distinction of being the Treasury of Sweden' (Sveriges Skattkammare). The proprietors are called Fjerdepartsegare, of whom in the year 1616 there were as many as 1200. Each Fjerdepart is worth about 4000 crowns. The company is called

the Stora Kopparbergs Bergslag.

The most interesting spot here is known as Stöten, the site of a mine whose roof subsided in 1687, and now an abyss 290 ft. deep, 1160 ft. long, and 640 ft. wide. — Visitors (adm. from 9.30 a.m. to 4 p.m.) are provided with miners' attire (öfverkläder) at the mining-office (grufstuga) and with a miner (stigare) as a guide (fee 3-5 kr., according to the number of the party; additional fee for gunshots fired to awaken the echoes). The descent is at first by a wooden staircase and afterwards by iron steps. At a depth of nearly 700 ft. we enter the so-called Rådssal

('council-chamber'). The ground is very wet at places, and the usual lighting very inadequate. Those who have conscientiously resolved to see all the lions of Sweden will of course not omit to visit these mines, but the expedition can hardly be called a very attractive one. — The Grufstuga contains an interesting collection of portraits, old charters, antiquities, minerals, etc. A visit should also be paid to the Kopparhytta, where the ore is successively converted by smelting into Skärsten, into rå-koppar ('raw copper'), and finally into gar-koppar ('pure copper').

DALECARLIA. The province of Dalarne or Dalecarlia is famed for its mineral wealth (the S.E. portion in particular), its picturesque scenery, and its interesting historical associations, and is not undeservedly regarded by the Swedes as one of the finest parts of their vast territory. The inhabitants of the banks of Lake Siljan and of the more remote parts of the district have preserved many of their primitive characteristics. They are generally poor, owing to the great subdivision of the land, but they supplement their agricultural pursuits with the manufacture of watches, bells, furniture, grindstones, and other crafts, which they carry on in their own houses (husslöjd). Many of the young men (Dalkarlar) and young women (Dalkullor) seek employment in other parts of the country, and return with their earnings to settle in their native province. In their ideas of cleanliness they are somewhat behind the age, but there are very fair inns at all the principal places to which travellers resort. The best time to visit Lake Silian is in the height of summer, when the vegetation is in perfection, and when the younger members of the community while away the long twilight with dances around the richly decked village may-poles.

The most convenient starting-point for a visit to Lake Siljan is Borlänge (p. 361) which is easily reached by railway from Falun (pp. 362, 361) or from Smedjebacken and Ludvika (p. 360). An omnibus or 'diligence' runs every morning from Borlänge to (½ hr.) Båtsta or Båtstad on the Dalelf (fine view from the neighbouring Predikstol), from which a small steamer ascends the river to (2 hrs.) Gagnefs Kyrka, whence a short drive by another omnibus to Gråsta and a steamer on the Dalelf and Insjö convey us to—

Leksand (\*Gästgifvaregård) or Leksand-Noret. The large village, with its handsome church, is prettily situated near the efflux of the Dalelf from the Ostervik, the long S.E. bay of Lake Siljan (553 ft.), a picturesque sheet of water 40 Engl. M. in length, and enclosed by banks of moderate height. The place used to be famous for the interesting scene witnessed here on Sunday mornings, when the inhabitants of the banks of the lake flocked hither from all directions in their large eight or ten-oared boats to attend divine service. The custom, however, has to some extent fallen into disuse, as Siljansnäs, to the N.W., now possesses a church of its

own. If possible, however, it is still worth while to spend a Sunday at Leksand or at Mora for the sake of seeing the picturesque holiday costumes. From outlying districts the peasantry frequently bring the bodies of persons who have died during the week to be buried in the churchyard. If time permit, the traveller should ascend the Käringsberg near Leksand for the sake of the view.

Leaving Leksand, the steamboat steers to the N., passing the peninsula of Siljansnäs on the left, where the Björkberg is another fine point of view. To the right opens the Rattvik, at the head of which is the village of that name, with its large church, beautifully situated in the 'Arcadia of Dalarne.' The steamboat touches here twice weekly in each direction. This is considered by many the fluest point on the lake, and it may also be reached from Leksand by a picturesque road by the Bergsängbackar and Utby. From Rattvik a drive may be taken to (11 Engl. M.) Ofvanmyran and the Styggfors, a small waterfall 200 ft. in height, in the midst of wild and picturesque scenery.

Steering to the W., and passing the Björkberg, we next observe the twin bays of Olsnäsvik and Limåvik on the left. Farther up the lake is the large island Sollerön, to the W. of which, on the mainland, rises the Gesundaberg (1125 ft.), the highest hill on the banks of the lake. After a voyage of 41/2 hrs. we reach—

Mora (\*Gastyifvaregård), a large village, pleasantly situated at the N.W. end of Lake Siljan, with which various reminiscences of Gustavus Vasa are associated. Near the bank of the lake here is the so-called Klockgropsbacke, from which Gustavus once addressed the people. The neighbouring Kristineberg commands a fine view. A little to the S.W. of Mora is Utmeland, where a monument marks the site of the cellar in which the wife of Tomt-Mats Larsson with great presence of mind concealed the fugitive Gustavus from his Danish pursuers, covering the entrance with a beer-vat. The room in the interior of the monument is adorned with three pictures, by Höckert, E. Berg, and Charles XV.

# 49. From Stockholm viâ Upsala to Östersund and Throndhjem.

854 Kil. (530 Engl. M.). RAILWAY in 57 hrs., including two halts for the night at Bollnäs and Östersund. From Stockholm to Stortien we travel by the Swedish Nord-Stambana, the last section of which (from Östersund to Nälden) was completed in July, 1882. From Storlien to Throndhjem we proceed by the Norwegian Railway. A through-train, accomplishing the entire distance in 33 hrs., runs in July and August only. Fares from Stockholm to Throndhjem 45 kr. 15, 29 kr. 70 ö.; from Upsala to Throndhjem 41 kr. 70, 23 kr. 40 ö.

From Stockholm to (66 Kil.) Upsala, see p. 350. The railway traverses an uninteresting district. 79 Kil. Vänge; 86 Kil. Åland; 100 Kil. Vittinge; 107 Kil. Morgongåfva; 113 Kil. Heby.

128 Kil. (79 M.) Sala (Hotellet; Gästgifvaregård), a town with 4500 inhab., founded by Gustavus Adolphus in 1622, is famous for its Silfvergrufva, the principal silver-mine in Sweden. The yield was formerly very considerable, and the mine was styled 'Rikes skattkammare och yppersta klenod' (the treasury and chief gem of the kingdom), but it has greatly decreased of late years (now about 1500 lbs. only). Lead-ore and litharge are now the minerals chiefly worked here. A visit to the mine, which is nearly 1000 ft. in depth, is attended with less discomfort than in the case of the other Swedish mines. At the interesting Sala Hytta on the Sala Damm, to the N. of the town, the various processes of refining the silver should be inspected. - From Sala a railway diverges to the S. to Tillberga and Vesteras (p. 310). - 138 Kil. Broddbo; 150 Kil. Rosshuttan.

161 Kil. (100 M.) Krylbo (Inn, poor), where we reach the Dalelf, the historic frontier river of Dalarne, is the junction for the railway to Engelsberg (p. 361), Seglingsberg, Ramnäs (p. 361), and Tillberga (p. 310).

About 6 Engl. M. to the W. of Krylbo is Brunnbäck, where the Dale-

carlians routed the Danes ('Jutar') in 1521.

'Brunbäcks elf är väl djup, också bred,

Der sänkte vi så många Jutar ned.

Så kördes Danskar ur Sverige.' (Old Ballad.)

FROM KRYLBO TO BORLÄNGE, 64 Kil. (40 Engl. M.), railway in 2½-4 hrs. (fares 4 kr. 50, 2 kr. 60 ö.). — Stations: Avesta; 23 Kil. Hedemora, a small town with 1300 inhab., and large iron-works; 30 Kil. Vikmanshyttan; 37 Kil. Kullsveden, whence a branch-line diverges to Bispherg; 39 Kil. Säter, with 550 inhab., prettily situated in the Sätersdal; 50 Kil. Gustafs; 57 Kil. Stora Tuna. Then (64 Kil.) Borlänge. From Borlänge to Falun, лее р. 361.

Beyond Krylbo the train crosses the Dalelf by a bridge 660 ft.

long and traverses a productive mining district.

165 Kil. Jularbo; 171 Kil. Fors; 179 Kil. Morshyttan; 185 Kil. Horndal; 190 Kil, Byvalla; 202 Kil, Hästbo; 209 Kil, Torsåker,

219 Kil. (136 M.) Storvik (Wahlgren's Inn), the junction of the Gefle and Falun railway (p. 359).

The train now traverses the district of Gestriksland, parts of which are well-wooded and fertile. Numerous small iron-works. 226 Kil. Åshammar: 235 Kil. Järbo, 257 Kil. Ockelbo, with extensive iron-works, connected by rail with the mines of Vindkärn or Vintjern. The train then crosses the Norrå. 274 Kil. Lingbo. the first station in the province of Helsingland; 284 Kil. Holmsveden.

300 Kil. (186 M.) Kilafors, whence a branch-line runs to Kilafors Nedre, on the Bergvik, a lake-like expansion of the river Ljusne. Kilafors Nedre is connected by steamer and railway with Söderhamn (p. 368). Our line now ascends the valley of the Liusne. through a wooded and agricultural region. The river forms a chain of small lakes. Farther on the train crosses the Voxna, a feeder of the Ljusne.

347 Kil. (1961/2 Engl. M.) Bollnäs (Jernvägs-Hotel, at the station; Gästgifvaregård), formerly the terminus of the line, and now the station where several trains stop for the night. — 332 Kil. Arbrå; 337 Kil. Vallsta, on the Orsjö; 353 Kil. Karsjö, on the Tefsjö. In summer small steamers ply upon the Orsjö and the Tefsjö. The scenery now assumes more and more of a northern character, with deep valleys lying between lofty mountains. Beyond (365 Kil.) Jerfsö the line crosses the Ljusne-Elf. — 380 Kil. (236 Engl. M.) Ljusdal (Inn); about 20 Min. to the E. lies Delsbo on Lake Dellen, whence in summer a steamer sails to Näsviken (Hudiksvall, p. 368).

The line now skirts the Vexnesjö and the Letsjö to (408 Kil. or 253 Engl. M.) Hennan, at the S. end of a lake of the same name (770 ft). 428 Kil. Ramsjö, 446 Kil. Mellansjö, also on lakes bearing the same names. The scenery beyond this point becomes wild and wooded. — 464 Kil. Östavall, the first station in the district of Medelpad, on Lake Aldern, an expansion of the Ljungå. The train follows the imposing river for some distance, crossing it twice, and runs through a wooded and hilly district. 473 Kil.

Alby.

From (484 Kil. or 300 Engl. M.) Ange (Inn) a branch-line runs to the E. to (38 Kil.) Torpshammar, whence it is continued to Sundsvall (p. 368). At Torpshammar there are large iron-works. The main-line proceeds to the N.W. 515 Kil. Bräcke, at the S. end of the Refsundsjö, along which the train runs, partly over embankments and partly through cuttings. 526 Kil. Stafre; 539 Kil. Gällö. The name of (553 Kil.) Pilgrimstad, at the N. end of the Refsundsjö, preserves the memory of the mediaeval pilgrimages to the grave of St. Olaf in Throndhiem (p. 215). -505 Kil. Brunflo. - The line next reaches the large \*Storsjö (1010 ft. above the sea-level), surrounded with beautiful scenery, in which the dark pine and fir forests contrast finely with the yellow cornfields. In the foreground lies the island of Frösö; and in the distance the dark Oviksfjellen and the Areskutan (see below). In summer a steamer plies upon the lake, touching at Brunflo, Östersund, Trångsviken (see below), Mörsill (see below), and other places.

586 Kil. (363 M.) Östersund (Jernvägs Hotel at the station, new; Gästgifvaregård), the capital of the province of Jentland and the seat of the 'Landhöfding' (governor), was founded in 1786 and contains 2900 inhabitants. It is pleasantly situated on the E. bank of the Storsjö, opposite the lofty island of Frösö, with which it is connected by a bridge, 1420 ft. in length. The streets are broad and handsome, most of the houses being built of timber. On Frösö, near the bridge, stands a Runic stone to the memory of Östmadur, the son of Gudfast, the first Christian missionary to this district. The church on this island, with walls 10 ft. thick,

is one of the oldest in N. Sweden. The churchyard commands a beautiful \*View of the lake, with the snow-covered mountains to the W.

Farther on, the line skirts the N. bank of the Storsjö, crosses the Semså, and beyond (594 Kil.) Åsjö the Indalself. 607 Kil. Krokom, after which we enter a dreary wooded and marshy region. Skirting the S. bank of the Näldsjö we next reach —

618 Kil. (383 M.) Nälden. The train now crosses successively the Forå, which connects the Näldsjö with the Alsensjö, the Ytterå beyond (624 Kil.) Ytterån, the little Qvarnå beyond (633 Kil.) Trångsviken, and the Semå, near its entrance into the Ockesjö, beyond (644 Kil.) Mattmar. All these rivers and lakes form with the Storsjö an extensive inland water-system, upon which, as already mentioned, steamboats ply. — 655 Kil. Mörsill. — 665 Kil. Hjerpen, at the point where the Hjerpström enters Lake Lithen, the best starting-point for the ascent of the Åreskutan (see below). — Crossing the Hjerpström we proceed along the Underåkerså to (678 Kil.) Underåker, and thence, skirting the Åresjö, to (691 Kil.) Åre, with copper-mines, at the foot of the Åreskutan (5380 ft.), which may be ascended hence by a steep path. Night-quarters and guides are to be found in the neighbouring villages of Mörviken, Lund-Lien, and Viken.

Of the two ways to the Areskulan, the longer but easier from Hjerpen (5-6 hrs.) is usually chosen (comp. p. 220). We drive from the station in 'Skjuts' to the Gästgifvaregård Hjerpen, and thence past Bonäset and Huså Bruk to the base of the cone, which we ascend on foot. The view of the surrounding mountain chains and the numerous mountain lakes is very fine. Several of the most important rivers of Scandinavia, such as the Angermanelf, the Indalself, the Ljusneelf, the Stördalself, and the Glommen, take their rise here, and separate to all the points of the compass.

Along the N. side, of the Areskutan runs the road to Levanger (p. 219).

Along the N. side of the Areskutan runs the road to Levanger (p. 219). About 20 Kil. from Are lies Tännsjön, near which the Tännä forms the Tännfors, described as "Sweden's most beautiful waterfall". The fall, which is divided into two arms by the "Bears' Rock", is about 100 ft. high

and 40 ft. broad.

700 Kil. (434 Engl. M.) Dufed; 723 Kil. Ann, on a lake of the same name; 735 Kil. Enafors, on the Enaelf. The country round is chiefly wooded and marshy. — 748 Kil. Storlien, the last station in Sweden. The Norwegian continuation of the line to Throndhjem (854 Kil. or 530 Engl. M.) is described at p. 218.

## From Gefle to Sundsvall and Háparánda. The Swedish Norrland.

Steamboat from Gefle to Sundsvall (43 sea-miles) in 27 hrs. (fares 131/2, 11, 7 kr.), or from Stockholm, 80 M., in 40-48 hrs. (fares 15, 12, 8 kr.), usually twice weekly in summer. Steamer from Sundsvall to Háparánda (111 sea-miles) weekly in 3 days (fares 371/2 or 31 kr.); others to Hernősand 2 3 times weekly in 7-8 hrs. — Sundsvall is also connected by a branch-railway (see below) with the great North Swedish railway to Ostersund and Throndhjem.

The vast Swedish 'Norrland' is comparatively seldom visited

by travellers, the points of interest being few in number, the distances very great, and the means of communication imperfect. The principal places are briefly mentioned in this route. To the N. of Östersund the scenery will not adequately repay the traveller. unless he purposes crossing to Norway from Lulea via Ovickiock. or proceeding from Háparánda to Avasaxa in order to see the midnight sun. - Travellers from the south effect a slight saving of time by taking a train on the great northern Swedish railway from Storvik to Throndhjem as far as Kilafors (p. 365), and proceeding from Kitafors Nedre (see p. 365) by steamboat to Bergvik and by railway to Söderhamn, but most travellers will prefer to take a steamboat direct from Stockholm or from Geffe to Sundsyall. The steamboat's course is protected by a skärgård, or belt of islands, nearly the whole way from Stockholm to Sundsyall, and the voyage is a pleasant one in fine weather. The first important station to the N. of Gefle is (13 M.) -

Söderhamn (Söderhamn Hotel), a seaport with 6200 inhab., prettily situated at the N. end of the Söderfjärd, a bay of the Gulf of Bothnia. The town, on which municipal privileges were conferred by Gustavus Adolphus in 1620, has been often burned down, and since the last fire (1860) has been almost entirely rebuilt. The staple commodities are iron from the neighbouring foundries and timber from the interior of the province of Helsingland.

Local steamboats ply daily to several of the neighbouring villages, including Ljusne at the mouth of the Ljusneelf, to the S. Railway to Bergvik, and steamer thence to Kilafors, see p. 365.

Hudiksvall (Stadskällare; Gästgifvaregård), the next steamboat-station, 12 M. to the N. of Söderhamn, a town with 3700 inhab., is connected by a short branch-line with Forssa, whence a steamboat plies to several stations on the Norra and Södra Dellen lakes. (Delsbo, see p. 366.) In the environs are several large iron-works and saw-mills. — The next important steamboat-station, 18 M. to the N. of Hudiksvall, is —

Sundsvall (Stadshuset; Hôtel Thule), a considerable and increasing seaport and manufacturing town, with 7600 inhab., situated at the mouth of the Selångerå. It was founded by Gustavus Adolphus in 1624, plundered and burned down by the Russians in 1719, and afterwards rebuilt in a more substantial style. Several extensive saw-mills and iron-works in the neighbourhood, chiefly on the coast, with harbours of their own. — Several local steamers ply to the villages and manufactories in the vicinity.

FROM SUNDSVALL TO TORPSHAMMAR, 58 Kil. (36 Engl. M.), railway in 3 hrs. (fares 4 kr. 30, 2 kr. 70 ö.). The first station is *Vattjom*, whence a small branch-line diverges to the iron-works and saw-mills of *Matfore*, on the *Ljunge-Elf*. Then *Nedansjö*, *Kärfsta*, and *Viskan*. *Torpshammar*, and railway thence to *Ange*, on the Storvik, Östersund, and Throndhjem line, see p. 366.

The first important place to the N. of Sundsvall is (10 M.) -

Hernösand (Hotellet Norrland), a seaport town with 5000 inhab., founded in 1584, and now the seat of a bishop and the 'landshöfding' or governor of the province. Handsome new church, consecrated in 1846. Engine-works, timber-yards, saw-mills, and several manufactories. The town itself, which lies on an island near the mainland, is uninteresting, but is important to travellers as the starting-point for a visit to the \*Angermanelf, the most beautiful river in Sweden. The Angermanelf, which descends from several lakes near the Norwegian frontier, is navigable as far as Sollefteå, about 65 Engl. M. from Hernösand. The broad estuary of the river opens about 3 sea-miles to the N. of Hernösand, and 6 M. from its mouth lies Nuland (Gästgifvaregard), where the water is deep enough for large sea-going vessels. A steamer plies daily in summer from Hernösand, and another twice weekly from Sundsvall, to Nyland and Solleftea, and a larger steamer usually runs from Stockholm to Hernösand and Nyland every fortnight. Above Nyland the Angermanland, as this district is called, is sometimes styled the 'garden of Sweden', and the banks of the river are well cultivated at places. The scenery is pleasing and picturesque all the way to (28 Engl. M.) Sollefteå (Hotel and Gästgifvaregård, both good), at the confluence of the Faxe-Elf and the Angermanelf, a prettily situated place, where the vegetation is unusually rich for so northern a latitude (60°). Travellers may drive hence to Liden, on the Norra Angermanelf, 28 Engl M. above Solleftea, another beautiful place. Instead of returning from Sollefteå to the Gulf of Bothnia, the traveller may drive to Pilgrimstad (p. 366) and take the train thence to Sundsvall (p. 368) or Östersund (p. 366). — The next station to the N. of Hernösand, a little beyond the Lungö lighthouse, is (15 M.) -

Örnsköldsvik (Hotel), a small seaport with 610 inhab. and several extensive timber-yards. About halfway between Örnsköldsvik and Umeå, at the head of the Nordmalings-Fjord, lies—

Nordmaling, another small seaport, of which timber is the staple commodity. We next reach, 18 M. from Örnsköldsvik, —

Umeå (Gästgifvaregård; Stadskällare), the capital of Vesterbottens Län, with 3000 inhab., situated at the mouth of the Umeå or Ume-Elf. Vessels of heavy tonnage cannot ascend the estuary beyond Holmsund. The ordinary coasting steamers, however, proceed as far as Djupvik, from which passengers are conveyed to the town by a smaller steamer. The town, founded in 1622, was repeatedly plundered by the Russians, and like most of the other timber-built towns in Sweden has frequently been injured by fires. The staple commodities are timber, tar, and beer. Near the town the river is crossed by a wooden bridge, upwards of 300 yds. in length, resting on stone piers. — To the N. of Umeå the steamboat passes the lighthouses of Holmö, Gadd, and Fjäderägg, and next touches at (10 M.) —

370 Route 50.

Ratan, a busy little seaport, trading chiefly in timber. A little farther N. is Djeknehoda, where the Swedes sustained a severe defeat in 1809 when attempting to drive out the Russian invaders. The next important station, 14 M. from Ratan, is -

Skelleften (Källare), a little town with 700 inhab., founded in 1845, and possessing a large and handsome church, the finest in the Norrland, standing out as conspicuously, says L. v. Buch, as the temple of Palmyra. The steamer stops at Ursvik, at the mouth of the Skellefte-Elv, from which a small steam-launch conveys passengers to the town. The scantiness of the vegetation

and the stunted character of the trees testify to the inclemency of the climate (lat. 65°). — The next station, 12 M. farther N., is —

Piteå (Gästgifvaregård), a town with 2000 inhab., founded in 1620, and frequently plundered by the Russians and burned down. Several iron-works, timber-yards, and saw-mills in the neighbourhood. — This was formerly the seat of the provincial government, but the authorities are now established at (15 M.) -

Luleå (Gästaifvaregård: Lundberg), the capital of Norrbotten Län. with 2600 inhab., founded in 1621, and repeatedly sacked by Russian marauders. As usual in these northern towns, the timber-trade forms the chief resource of the inhabitants. Several saw-mills and a manufactory of wood-wares. Here is the office of the 'New Gellivara Company, Limited', which possesses large estates in this province, and particularly the hill of Gellivara, about 126 Engl. M. to the N.W., 1750 ft. in height, and described as consisting of one enormous mass of iron ore. The mines are, however, at present of little value, owing to their distance from the sea and the costliness of removing the ore. About the year 1860 it was proposed to facilitate the navigation of the Lule by means of canals passing the rapids of Hedensfors and Edefors, so as to enable vessels to proceed all the way to Storbacken, from which place a railway was to be constructed to Gellivara. The works were actually begun, but have since been abandoned.

FROM LULEA TO QVICKJOCK AND TO BODØ IN NORWAY (about 600 Kil. or 370 Engl. M., a journey of 10-12 days). This is one of the grandest and most interesting routes in Northern Sweden, penetrating into the heart of Lapland and to a considerable distance beyond the Arctic Circle. As far as (5-7 days) Qvickjock the route is attended with but few difficulties or privations, and tolerable quarters are procurable at the principal stations; but thence to (3-4 days) Fuske on the Saltenfjord (p. 236) the journey is very rough and fatiguing, and one night at least must be spent in a miserable hut, affording no accommodation of any kind. Enquiry should of course be made as to the steamboats before starting from Lulea, and Forbud should be sent from station to station for horses, boats, and even for lodging for the night. In the height of summer the mosquitoes are an almost insufferable torment, but before the end of June and after the middle of August the plague is more bearable. The Lule affords good salmon-fishing as far as the first falls. Higher up, and in the lakes formed by the river, there is abundance of trout-fishing. The lake-trout here frequently weighs 20 lbs. and upwards, but is a somewhat coarse fish. The boatmen on the lakes receive 10-12  $\rho$ . each per kilomètre, according to a government itinerary which may be procured at Luleå, and

a small fee (drickepengar). The traveller should take with him preserved meat, biscuits, and wine or spirits, the sale of the latter being prohibited in Lapland. He should also supply himself with a bag of small notes and coins, as change can rarely be got. A gauze bag to cover the whole head and shoulders will also be found a useful protection against the mosquitoes. - The journey is usually divided as follows, but the traveller's plan of course depends on the steamboat arrangements: -

1st Day. Steamboat to Rabacken in 3 hrs.; walk or drive in 11/2-2 hrs. to Hedensfors (a tolerable station), which derives its name from the rapids here. About 8 Kil. above Hedensfors we reach a higher reach of the Lule, on which another steamer, stopping at Svartlå for dinner, con-

veys us to Edefors (a fair station), at the foot of the cataract of that name.

2nd Day. Walk to Öfre Edefors in ½ hr., and take the small steamer thence to Storbacken (tolerable quarters), at the confluence of the Lilla and Stora Lute-Elf, about 30 Kil. from Edefors; drive thence in 3-4 hrs. to Kaskats (poor inn), about 20 Kil. (travellers stopping here should cross the river and walk to the *Porsi Falls* of the Lule, in about 4 hrs. there and back); and also, if time permit, to *Mattis Udden*, where the Arctic Circle is reached, and *Jockmock* (fair inn), 25 Kil., in 3½-4 hrs. more. Visit the magnificent fall of the Lule in the vicinity.

3rd Day. Drive to Vaikijaurby, a hamlet of fishermen's huts, on the Vaiki-Jaur in 1 hr. (excursion hence to the Njömmelsaska Falls, see below); row to the head of the lake in 2½-3 hrs.; walk to the Purki-Jaur in 1 hr., and traverse this lake by boat in 1 hr. more; then walk in 1 hr. to the Randi-Jaur, the head of which is reached by boat in 2 hrs.; next, a walk of 10 min. to the Parki-Jaur, and a row of 1 hr. and a walk of 20 min. to the Skalka-Jaur; lastly by boat in 1/4 hr. to Björkholm (a fair station), an island in the lake, situated about midway between Jockmock and Qvickjock.

4th Day. Ascend the Skalka-Jaur by boat to Tiomatis in 3 hrs. (where the boatmen rest for an hour), and then the Tjomatis-Jaur to

Niavi (a good station) in 3 hrs. more.

5th Day. Walk in 1/2 hr. to the lower end of the Saggat-Jaur; lastly

row in 5 hrs. more to -

Qvickjock (poor station; travellers are also kindly received by the pastor, who makes no charge, but travellers should give at least as much as they pay at Jockmock), a very picturesque spot about 950 ft. above the sea-level, in about 67° N. latitude, whence the midnight sun is visible fully as long as from Bodø (see table, p. 225), and longer than from the Avasaxa to the N. of Haparanda. The village consists of halfa-dozen red timber-built houses and a church, and commands a fine view of the Kamajock and the Tarajock, which fall into the Saggat-Jaur in the neighbourhood. Excellent trout-fishing in the rivers and the lake. The summit of the Snejerak commands an extensive view, and is a good point from which to survey the midnight sun. - Most travellers now return to Luleå by the same route, which may be accomplished more rapidly than the ascent, being down hill and with the stream. Those who prefer to cross by the foot of the Sulitjelma to Norway must be prepared for some fatigue and privations, but will be rewarded by seeing the grandest scenery on this interesting route (comp. p. 236).

\*FALL OF NJÖMMELSASKA. This most imposing waterfall, with the cataract below it, is formed by the Stora Lule after it emerges from the Stora Lule-Jaur, or Great Lule Lake. It is situated about 30 Kil. to the N. of Vaikijaurby (see above), where a guide may be obtained (5 kr. a day during the hay-harvest, at other times less). This excursion generally occupies the greater part of 3 days. First. Walk or drive from Jockmock to Vaikijaur in 1 hr.; cross to the settlers' huts at Vaikijaur by boat in 20 min.; thence walk in 4-41/2 hrs. to Ligga (poor hut with no beds, but good milk and coffee), crossing a small lake on the way. (A boy should be sent on the previous day, either from Jockmock or from Vaikijaurby, to ascertain that the boat is on the S. side of the lake. If this precaution is not taken, the traveller will have to walk round its marshy bank to the opposite side, a disagreeable digression which will add about 2 hrs. to the journey). — Second. From Ligga to the Njømmelsaska Falls a walk of 4-5 hrs. through a great forest, and back to Ligga, which the traveller will scarcely reach before evening, so that a second night must be spent in the comfortless hut. — Third. Return to the Vaikijaur. A guide and a supply of provisions for the excursion are of course necessary. — The height of the waterfall is not more than 40 ft., but the stupendous cataract, formed by the long rapids above and below it, descends about 250 ft. in all, and, with the wild and trackless forest surrounding it, presents a strikingly impressive scene. The thunder of the fall is heard at a distance of many miles.

To the N. of Luleå is Råneå, a village with iron-works and timber-yards, to which a small steamboat plies, and to the E. of Råneå lies Neder-Kalix, an extensive timber-depôt. On leaving Luleå the large steamers steer to the N.E. direct to (17 M.)—

Háparánda (Hotel), the most northerly town in Sweden, with 1000 inhab., situated on the right bank of the Torneåelf, 740 Engl. M. from Stockholm. The sea-going steamers stop at the roads of Salmis, 4½ Engl. M. below Háparánda, to which travellers proceed either by road or by a small steamer on the Torneåelf. — Torneå, on the E. bank of the stream, now belongs to the Russian empire.

To the N. of Haparanda, a little to the S. of the Arctic Circle, rises the Avasaxa, a hill which commands a perfect view of the midnight sun from June 22nd to June 25th. It is at this time visited by hundreds of travellers, though the voyage to the North Cape (R. 30) is much preferable. The tour from Haparanda to Mt. Avasaxa and back occupies 25-30 hrs., exclusive of a night's rest. We drive by 'skjuts' through a fertile and well-cultivated district on the right bank of the Torneåelf. The scenery is sometimes picturesque. Stations: (17 Kil.) Kúkkola, (18 Kil.) Kórpikula, (16 Kil.) Päkila, (12 Kil.) Niemis, (21 Kil.) Rúskola, and (3 Kil.) Matarengi (Inn; see p. 271), which is reached in about 11 hrs. We now hire a guide, cross the broad and rock-strewn Tornedelf in a flat-bottomed boat, and ascend over smooth and moss-clad rocks to (3' hr.) the top of Mt. Avasaxa (670 ft.), which commands a beautiful view of the valley of the Torneaelf and the hills enclosing it. This point was long the 'Ultima Thule' of aspiring travellers, who could formerly reach the Arctic circle more easily from the head of the Gulf of Bothnia than by following the Norwegian coast. The church-register at Jukasjärvi contains interesting entries made by many of them, which are recorded by Acerbi. The earliest of them is by Reignard, the French savant (1681), who concludes with the words —

'Sistimus hic tandem, nobis ubi defuit orbis'.

Charles XI. visited this spot in 1694, Linnaus in 1732, Celsius and Maupertuis in 1736, and Louis Philippe in 1796.

Besides the books already referred to, Oscar Schmidt's 'Bilder aus dem Norden' (Jena, 1851), Bayard Taylor's interesting 'Northern Travel' (1858), and Paul B. Du Chaillu's 'Land of the Midnight Sun' (London, 1882) may also be mentioned.

#### 51. From Stockholm to Visby.

STEAMBOAT four times weekly in 12-14 hrs. (fare 8 or 6 kr.).

Three of the steamboats start at present from the Riddar-holmen quay, in which case their route traverses Lake Malaren, the Södertelge Canal, and the fjord of the Baltic to the S. of Södertelge (see p. 292), after which they steer nearly due S. to Visby. One of these sails round the island, calling, after Visby, at Klinte, Burgsvik, Rone, Slite, and Fårösund. Another steamer starts from the Blasieholmshamn, descends the fjord of the Baltic at the head of which Stockholm is situated, and then threads its way between the numerous islands forming the 'skärgård' to the S.E. of Stockholm. In both cases the passage of the open sea takes 7-8 hrs., and is almost always performed at night.

The Island of Gotland (Gutaland), which is about 70 Engl. M. in length and 20-35 M. in breadth, lies between 56° 50′ and 58° N. lat. and between 18° 70' and 19° 50' E. long., at a distance of about 60 Engl. M. from the mainland of Sweden and about 40 M. from the island of Öland. It consists of a plateau of limestone rock of the Silurian formation (overlaid with sandstone at the S. end), rising to a height of 80-100 ft., and terminating abruptly on the sea-board, where the cliffs are here known as landtborgar. On this plateau are a few isolated hills, as the Thorsborg (196 ft.) and the Hoburg (122 ft.), which must have been islands at the period when the surrounding plateau was covered by the sea. The highest hill in this region is in the island of Lilla Karlsö (244 ft.), which rises to the W. of Klintehamn. In every part of Gotland occur large boulders of granite and porphyry (gråstenar, vräkstenar, or rullstenar), deposited here by ice when the island lay under water. There are no valleys or brooks in the island worthy of mention, but a considerable part of its surface is covered with swamps (träsk), from which peat is dug (jestingly called the 'gold-mines of Gotland'). The largest of these is the Lummelund-Träsk. The few scanty streams which the island contains are lost in the thirsty limestone soil, or in summer dry up altogether. Here and there, however, a spring wells forth from one of the 'landtborgar' in sufficient volume to turn a mill-wheel. The limestone rocks are pierced with numerous grottoes, and at places, as at Killej, Boge, and Klintehamn, there are several so-called stenjättar ('stone giants'), or isolated rocks 20-40 ft. in height, which have been formed by the action of water. In parts of the island the surface of the earth is covered with loose stones (kalk-klapper), but the greater part of it is fertile and well cultivated. The climate is mild, and the town of Visby boasts of flourishing mulberry and walnut trees and of ivy climbing luxuriantly over its venerable walls. The population (56,000) is chiefly occupied with agriculture and cattle-breeding. The horses and sheep (here called 'russ', and allowed to run wild in summer) of Gotland enjoy a

high reputation. Quarrying and lime-burning may be mentioned among the other resources of the island. Gotland forms a separate province of Sweden, having a Nationalbeväring, or militia of its own, in which all the men between the ages of 18 and 50 are liable to serve, and contributing to the Swedish navy a small contingent (Rotering) of 260 men. — Owing to their insular position, the people of Gotland have retained many primitive characteristics, and traces of their national poetry and sagas still survive. They pride themselves on speaking purer Swedish than the Stockholmers, and they generally pronounce more distinctly. Their more frequent use of diphthongs recalls to some extent the Gothic of Ulphilas. One of the chief curiosities of the island consists in its numerous churches (about one for every 700 inhab.), some of them very handsome buildings, with their large detached towers, known as castellar, probably ancient places of refuge and much older than the churches themselves. The roads are good, and the inns fair.

The History of Gotland is inseparable from that of Visby, its capital, the ancient 'place of sacrifice' (from vi, 'victim'; viga 'consecrate'), situated at the foot of the Klint, a 'landtborg' on the N.W. coast of the island. The town owed its early prosperity as the great emporium of the Baltic to its convenient position on the great commercial route established in the 12th cent. between Asia. Novgorod in Russia, and the Baltic, and at the point where this route was intersected by the stream of western European traffic. Owing, however, to interruptions by the Mongolians and to other causes, the eastern traffic was gradually diverted to southern Europe, and even began to find its way round the Cape of Good Hope. In 1361 the town was captured by Valdemar Atterdag, king of Denmark, and this catastrophe also contributed to its decline. It was an important factory of the Hanseatic League, where all the principal nations of Europe had their representatives. The German element, however, preponderated, half of the members of the council and one of the two superior magistrates usually being Germans. On the whole, however, Visby maintained its character as the free international seaport of the Baltic, and this is confirmed by the fact that the principal churches of the place were erected by several of the different rival nations. — The famous maritime Code of Visby, which has no pretension to originality, being a compilation from Netherlandish and Romanic sources, is called the 'Waterrecht, dat de Kooplüde und de Schippers gemaket hebben to Wisby'. - The wealth of the town in its palmy days was proverbial: -

> 'Guld väga de Gutar på lispundvåg Och spela med ädlaste stenar. Svinen äta ur silfvertråg Och hustrurna spinna på guld-tenar'.

> > (Old Ballad).

(The Gotlanders weigh their gold with twenty-pound weights and play with the choicest jewels. The pigs eat out of silver troughs, and the women spin on golden distaffs.)

Having become involved in the wars between Sweden and Denmark, Visby was attacked, as already mentioned, by Valdemar III. of Denmark in 1361. He landed at Eista-Socken, to the S. of the town, and outside the gates of the city defeated the inhabitants, of whom 1800 fell. He then plundered the place, carrying off his booty to Denmark, but the largest of his vessels foundered near the Karlsöar, where it is said still to lie, laden with rich treasures.

The annals of the following centuries are chequered with the varying fortunes of the wars between Sweden and Denmark. For a time the island was in the possession of the Teutonic Order, a period (according to Prof. Bergman, the author of 'Gotlands Geografi och Historia') still regarded by the natives as one of the happiest in their history; but it seems always to have formed a refuge for adventurers and marauders of all kinds, including the 'Vitalienbrüder', Eric XIII. of Pomerania, the deposed king of Sweden, Ivar Axelson, and particularly Severin Norby, the Danish admiral. The possession of this 'insula latronum', as it is called by Adam of Bremen, was long contested by Swedes, Danes, and burghers of Lübeck, with varying success, but it was finally reunited to its proper mother-country by the Peace of Brömsebro in 1645. By this time, however, the prosperity of the place had dwindled to a mere shadow, and even so early as 1534 the Regent of the Netherlands writes, probably with some exaggeration, that Visby, once the most important commercial town in the Baltic, was then a mere heap of ruins.

Visby (Stadshotellet, Strandgatan, Pl. B, C, 3; Smedman's Hotel, Hästgatan, Pl. C, 3; Gästgifvaregård, at the Söderport, Pl. C, 5; Baths of the Nya Badhusbolag, immediately to the S. of the harbour), which now contains about 6400 inhab., or less than one-third of its population in the days of its mediæval prosperity, is picturesquely situated partly at the base of and partly upon the Klint, a cliff 100 ft. in height, and now occupies less than half of the area enclosed by its walls. The unused space is covered with gardens, amidst which stand the imposing ruined churches, while the town is still almost entirely surrounded by its ancient wall with towers 60-70 ft. in height rising above it. Whether viewed from the sea or the land, the town presents a very imposing appearance. In summer it is much visited by the Stockholmers for the sake of the sea-bathing. (See Plan, p. 353.)

Beautiful public \* Walks between the town and the sea, affording views of both, are offered by the Botuniska Trädgård, the Student-Allée, and the Strandväg.

Near the tower of Silfverhätta (Pl. B, C, 2), or Mynt-Tornet, is

a café. Immediately above the bath-houses are Slottsparken and Palisaderna, and in the town Skolbetningen. Another very interesting walk is through the Norra Stadsport to \*St. Göran and the former gallows-hill, whence the finest view of the town and particularly of the walls is obtained (see p. 377). Even more picturesque is the survey enjoyed from the Klint, above St. Mary's Church.

Visby is divided into four rotar or quarters, indicated on the Plan by varieties of shading. St. Hans-Rota, the oldest part of the town, contained most of the large churches; Strand-Rota adjoins the old harbour, which is now filled up and covered with gardens; Nordes-Rota, the northern quarter, contains the churches of SS. Clement and Nicholas; and Klint-Rota forms an upper quarter of the town, lying between the lower parts and the eastern wall.

The new Inner Harbour (Inre Hamnen; Pl. A. B. 4) affords but little protection to shipping, while the Outer Harbour (Yttre Hamnen) is formed by breakwaters (vågbrytare) on the W. side, which are frequently washed away by storms.

The \*Town Walls, erected at the close of the 13th cent. on the site of still earlier walls, form the most striking feature of Visby. From the Jung/rutorn ('maiden's tower'; Pl. C, 1) where, according to tradition, a treacherous maid of Visby who was in league with Valdemar, was built into the wall as a punishment, and the Cames Tower (Pl. C, D, 1) on the coast, at the N.W. end of the town, they ascend the Klint towards the E., traverse the hill in a slight curve to the S. gate at the S.E. angle of the town (Pl. C. 5), and by the old castle of Visborg (see below) descend to the harbour at the S.W. end of the town. On the land side the walls are about 2400 vds. in length, and on the side next the sea about 1970 yds. From the walls, at equal distances, and in several stories, rise a number of large Towers (Högtornen) 60-70 ft. in height, provided with embrasures, and resting on the ground, while between them a series of bartizans (Hängtornen, or Sadeltornen) stand on the wall itself, being supported externally by means of corbels. Between these towers, and under the roof with which the wall is covered, formerly ran connecting passages for the use of the sentinels, resting on beams, the holes for which are still traceable. Of the 48 'high-towers' with which the wall was once provided 38 are still in good preservation, but the bartizans have almost all disappeared. Outside the walls the old moat is still traceable, and on the N. side there are two moats parallel to each other.

Of the once famous stronghold of Visborg (Pl. A, 4) above the harbour, a few fragments only now remain. Three of its ancient towers were named Smale Hindrik ('thin Henry'), Kik-ut ('lookout'), and 'Sluk-upp' ('swallow up').

Visby once possessed three monasteries and at least fourteen Churches. Three of the latter have entirely disappeared, ten are in ruins, and one only is still used for divine worship. This is the Church of St. Mary (that of the Germans; Pl. D, 2), situated at the base of the Klint, erected in 1190-1225, but afterwards much altered. A large tower rises at the W. end, and two slender ones at the E. end. It is now the cathedral of Visby. The interior is uninteresting. The hill at the back of it commands the extensive \*View already mentioned.

To the W. of the cathedral are the 'sister churches' of St. Drotten (Pl. 12) and St. Lars (Pl. 17), dating from the 12th cent., and provided with huge towers which were once probably used for defensive purposes. To the S. is \*St. Catharine's (Pl. 16), the church of the Franciscans, erected about 1230, once an elegant Gothic edifice, of which twelve lofty and slender pillars and the ribs of the vaulting are still standing.

The Helge-Andskyrka, or Church of the Holy Ghost (Pl. 15), built in the Romanesque style about 1250, consists of two stories, one above the other, which have one choir in common. There are several similar double churches in Germany, as at Schwarz-Rheindorf, Eger, Steinfurt, and Coburg.

Perhaps the most interesting of the ruined churches is that of \*St. Nicholas (Pl. 19; D, 2). In the handsome façade are two rosewindows, in the middle of each of which, says tradition, there once sparkled a brilliant carbuncle. These precious stones were carried off by Valdemar, and they are said still to illumine the depths of the ocean in the vicinity of the Karlsöar. The church is partly in the Romanesque, and partly in the Gothic style, having probably been built after the middle of the 13th century. The interior is very picturesque. It is worth while to ascend to the overgrown roof, which presents a curious appearance and commands a fine view.

The churches of St. Gertrude (Pl. 13) and St. Olof (Pl. 20; to the S. of the Botanic Garden) and that of St. Hans (Pl. 14; to the S. of the St. Hansplats) are now insignificant ruins. St. Görran (comp Pl. D, 1), to the N. of the town, is sometimes visited for the sake of the beautiful view it commands (p. 376). Near it is the Galgebacke, or gallows-hill, with the stones on which the gibbet was formerly erected. — Visby still contains many interesting Dwelling-houses in the Hanseatic style, the finest of which is the Burmeister house in the Dånplats, adorned with tasteful paintings and numerous German inscriptions.

In the Korsbetning (Pl.  $\bar{D}$ , 5), about 5 minutes' walk beyond the S.E. gate of the town, rises a monolithic Cross, 9 ft. in height, marking the burial-place of the Gotlanders who fell in the battle of 27th July, 1361.

EXCURSIONS. With the exception of a few picturesque points on the coast, the scenery of Gotland is tame and unattractive, but to some travellers the numerous old Gothic churches will be an object of interest. A pleasant drive or sail of 1 hr. may be taken

to the promontory of \*Högklint, to the S. of Visby. Carriages stop at the Villa Fridhem, the property of Princess Eugenie, sister of King Oscar II., with well-kept grounds, open to the public. The Högklint is a bare rock, about 150 ft. high, with a few fishermen's huts on the beach below. Fine view of Visby, beyond the Buskevik. Steps ascend on the W. side of the rock to a small pasture (Getsvältan) and a Cavern, divided into two parts by a pillar.

The island now possesses a narrow-gauge RAILWAY, opened in 1879, which runs from Visby to (55 Kil. or 34 Engl. M.) Hemse in 3 hrs. (fares 3 kr. 30, 2 kr. 20 ö.). The station at Visby is on the S. side of the town (Pl. B, 5). — Stations: 13 Kil. Bardlingbo; 21 Kil. Roma, with an

town (FI. B. 3). — Stations: 10 Kii. Burtumyov; 21 Kii. Nome, when an old Cistercian convent, now remodelled and used as the residence of the governor of the island; 27 Kil. Bjerges; 32 Kil. Butte; 40 Kil. Etethem; 46 Kil. Stånga, with an interesting old church. Then (55 Kil.) Hemse.

Instead of using the railway, travellers are recommended to hire a carriage and drive round the whole island. We first proceed to the N., passing the church and grotto of Lummelund, to Fårösund, the station of the Franch and English floats during the war with Russia in 1855. Then the French and English fleets during the war with Russia in 1855. Then along the E. coast to Rule; Slite, near which are Killej and the curious rocks called the Stenjättar; Thorsborg, with an interesting circular intrenchment, 1600 yds. in circumference; Ronehamn, to the E. of Hemse; and Refsudden, the southernmost promontory of the island. The S. part of the island is destitute of wood, but the curious promontory of Hoburg, at Refsudden, with its lighthouse and cavern, will repay a visit. From at Keisudden, with its lighthouse and cavern, will repay a visit. From Refsudden we may return to Visby viâ Klintehamn, a village on the coast, 30 Kil. to the S. of Visby, visited by sea-bathers in summer (diligence and steamboat to Visby). From Klintehamn a visit may be paid to the picturesque Karlsöarne. This excursion affords a good opportunity of studying the handsome Gothic churches of the island with their castellated towers, most of them dating from the 13th century. The best guide-book for this journey is Gotland's Konsthistoria by Brunius.

From Visby the traveller may either return to Stockholm by one of the four steamboats above mentioned, or proceed to Borgholm and Kalmar (see p. 386), to which a steamer runs from Visby thrice weekly (to Borgholm 9-10 hrs.; to Kalmar 2 hrs. more).

#### 52. From Stockholm to Malmö by Nässjö.

618 Kil. (383 Engl. M.). RAILWAY in 181/2-38 hrs. (fares 43 kr. 30, 32 kr. 45, 21 kr. 65 ö.; express 52 kr. 40 ö., 37 kr.). Travellers who wish to break the journey may spend the night at Linköping, Nässjö, or Norrköping. A pleasanter way of varying the journey is to take the train to Norsholm, proceed thence by steamer on the Göta Canal and Lake Vettern (Tues., Thurs., and Sat.) to Jönköping, pass the night there, and go on by rail to Malmö next day (comp. p. 301). — In each railway-compartment a notice is posted up, giving information of the stations at which the train

stops to enable the traveller to dine and sup.

From Nässjö to Malmö (268 Kil. or 166 Engl. M.), railway in 7-10 hrs. (fares 18 kr. 80, 14 kr. 10, 9 kr. 40 ö.; express 22 kr. 80, 16 kr. 10 ö.).

From Stockholm to (350 Kil.) Nässjö, see R. 40.

Beyond Nässjö the train traverses the district of Småland (so called from the 'small patches of arable land' with which it is sprinkled), which extends from Lake Vettern to Skåne, 140 Engl. M. to the S. This region consists of moor, swamp, wild forest, lakes, and rocky islands, all intermingled in chaotic confusion and interminable

succession. These features are peculiarly characteristic of Swedish scenery, recurring at very frequent intervals all the way from Malmö to Háparánda. They most probably owe their origin to the action of the ice and snow with which the whole peninsula was once covered. The stones and rocks bear indications of having been worn and rounded by glacier-action, while the mounds of debris, the isolated patches of alluvial soil, the barren rocks, and the dreary moors are traceable to the agency of snow and torrents, resembling in many places the moraines of Switzerland. The forest (skog, from skugga, 'shadow', as contrasted with lund, which signifies a pleasant 'grove'), which clothes the greater part of this territory, and the countless gloomy lakes, with which this district in particular is not inaptly said to be 'riddled', hardly contribute to enliven the scene. The railway-engineers encountered great difficulties here, and the traveller will observe that lofty embankments. cuttings, and bridges are very numerous. A few churches, with their detached belfries (klockstapel), are seen at intervals, and the monotony of the landscape is farther relieved by groups of red, timber-built cottages, roofed with green turf, and patches of pasture. Manufactories, too, are occasionally passed, and wherever water-power is available it is utilised by mills.

The next stations are Sandsjö, Säfsjö, Stockaryd, and Lamhult, to the right of which, 400 ft. above the railway, rises the Grönskulle. 424 Kil. Moheda.

436 Kil. (269 Engl. M.) Alfvesta (Wiman's Hotel; \*Rail. Restaurant, with a few beds), prettily situated on Lake Salen, is the junction of a branch-line to Vexiö, Karlskrona, and Kalmar (see R. 43). Near Alfvesta is the ancient church of Aringsås, with a belfry and interesting Runic stones.

450 Kil. (279 M.) Vislanda, the scene of the old Blenda Saga, lies on the Bravalla Heath.

FROM VISLANDA TO BOLMEN, 51 Kil. (31½ Engl. M.), railway in 3½ hrs. The intermediate stations are Mālaskog, Ryssby, Tutaryd, Ljungby, and Angelstad. Bolmen lies on the lake of that name, a sheet of water 28 Engl. M. long and 6 M. broad, from which the river Lagaå (p. 284) issues. The long island of Bolmsjö, once the seat of the governor of Småland, contains several interesting tombstones.

issues. The long island of Bolmsjö, once the seat of the governor of Småland, contains several interesting tombstones.

From Vislanda to Karlshamn, 78 Kil. (48½ Engl. M.), railway in 4½ hrs. (fares 5 kr. 50, 3 kr. 55 ö.). The train traverses a hilly and wooded tract, and soon reaches Lake Asnen (452 ft.), a large sheet of water, the bays of which it repeatedly crosses. Beyond Ulfö it crosses to an island in the lake and then recrosses to the mainland, where the country becomes more level. Beyond Ryd we enter the valley of the Mörrumsä. The scenery improves as the sea is approached, and is very pleasing at Asarum, the station before Karlshamn.

98 Kil. (48½ M.) Karlshamn (Stadshuset, in the Kungsgata; Gibrattar, on the quay), at the mouth of the Micâ, with 6000 inhab., erected into a town and re-named in 1668. The Klockstapet, or belfry, as some tower adjoining the church was erected at the end of the 18th cent., and is sometimes called Kaylshamn's Fafanga (Karlshamn's vanity'), as on completion it was found unequal to bearing the weight of the bells. The surrounding country is one of the prettiest districts in Sweden. To the

N.W. lies the Brunns-Park, with the Bellevue Hotel. — A very pleasant excursion may be taken to the Asarumsdal and the Offerkälla ('sacrificial spring), and to Strömma and Rosenborg, whence we may return by Tubaryd. — About 7-8 Kil. to the N. E. of the town is an artificial hill composed of huge stones, called the Valhall, probably an Attestupa, or place from which old and infirm persons used to throw themselves in ancient times in order to avoid the supposed ignominy of dying in their beds.

Between (468 Kil.) Liatorp, the next station, and (484 Kil.) Elmhult, the last station in Småland, lies Råshult, the birthplace of Linné (13th May, 1707), whose father was the pastor here at that time, but soon afterwards removed to the neighbouring parish of Stenbrohult. The train affords a view, to the left, of Råshult, with the obelisk erected in 1866 to the great naturalist's memory.

493 Kil. (306 M.) Killeberg is the first station in Skåne, and the train now gradually descends into a more smiling region.

Beyond Ousby, Hästveda, and Balingslöf, we reach —

535 Kil. (332 M.) Hessleholm (Jernvägs-Hotellet), an increasing place, at the junction of the main line with branches to ('hristianstad and Sölvesborg to the E. (see below) and Helsingborg to the W. (see p. 383).

From Hessleholm to Christianstad, 30 Kil. (181/2 Engl. M.), railway in 1-11/2 hr. (fares 2 kr. 10, 1 kr. 5 ö.). This railway traverses a wellcultivated district and passes a number of unimportant stations. Beyond Karpalund, where a branch-line diverges to (35 Kil.) Degeberga, it crosses

the Helgea and reaches -

30 Kil. Christianstad (Stadshuset; Hotel Werlin, Stortorget, the 'Skjuts' station), the capital of Norra Skåne, founded in 1614, with 9000 inhab, and the seat of the governor and the district courts, which are established in the Kronhus. The town is pleasantly situated on a peninsula in the Sjövik, a lake formed by the Helgeå. The principal edifice is the Church, exected in 1617. At the mouth of the Helgeå, on the island

of Allo, lies Ahus, the seaport of Kristianstad.

The Railway from Christianstad to Solvesborg (31 Kil. in  $1^{1}/_{2}$  hr.; fares 2 kr. 30, 1 kr. 45 ö.) is a narrow-gauge line (3½ ft.), traversing a somewhat uninteresting district. About 3½ Engl. M. to the N. of Fjelkinge lies the Opmannasjö with the pleasant estate of Karlsholm on its W. bank. 13 Kil. Beckaskog, the next station, derives its name from the old château of Beckaskog, beautifully situated 2 Engl. M. to the N., on a narrow tongue of land between the Opmannasjö and the Ifösjö. It was originally a Bernardine monastery and now belongs to the crown. Charles XV. frequently visited this spot, and has composed verses in its praise. On the Ifo, an island in the lake, are the Ugnsmunnar ('ovenholes'), curious orifices in the belemnite limestone. On the E. side of the island is the Hofgård, a farm-house built over a kind of crypt (now used as a cellar), in which Bishop Lunneson, an incurable leper, is said to have spent several years. The island once belonged to Marshal Toll ('Excellensen Toll'), who when governor-general resided here in 1782-1817. - To the S. of the Beckaskog station are the large estate and mansion of Trolle-Ljungby, which has successively belonged to several noble families of historical note. — The train stops at two unimportant stations, beyond which the scenery improves, and lastly (31 Kil. from Christian-

61 Kil. or 38 M. (from Hessleholm) Sölvesborg, a small town, with

several large distilleries and the ruins of an old castle.

Near (550 Kil.) Sösdala is the church of Mällby, where the composer Otto Lindbled was once sacristan. Then Tjörnarp and Hör, to the N. of which last rises the basaltic hill of Anneklef.

The country now begins to be enlivened with pleasant groves of beeches. From Hör a drive may be taken to Bosjökloster on the Ringsjö (see below), whence the traveller may return to the railway at Stehag. Beyond Hör we obtain a pleasing view of the Ringsjö to the left, a visit to which may be paid from (574 Kil.) Stehag.

From Stehag a pleasant drive may be taken to the N.W. to (16 Kil.) Röstånga, near which is the small but picturesque, crater-like Odensjö. Farther N., at the foot of the Söderås, lies Allarp, to the W. of which, near Räröd, is the wooded ravine of Skäralid, 5 Kil. in length.

Another interesting excursion may be taken from Stehag to the wood-girt Ringsjö to the S.E., by driving to (10 Kil.) Vrangelsborg, where the lake should be crossed to the Bosjökloster, once a monastery and a famous resort of pilgrims, and now the property of Count Beckfries. An oak here, 40 ft. in circumference, is said to be the oldest tree in Sweden. The peninsula on which the mansion of Bosjökloster stands is visible from the train between Hör and Stehag. At the E. end of the lake are the estates of Fulltofta and Ousbyholm. From Bosjökloster to Hör about 13 Kil. by the road (see above).

584 Kil. (362 Engl. M.) Eslöf (Jernvägs-Hotellet: Nilson's), a town with 3000 inhab., is the junction of a branch-line to the S.E. to Ystad (p. 391), and of another to the W, to Landskrona (p. 392). Pleasing scenery, with numerous parks and country-seats. — Be-

yond Örtofta, the train stops at —

601 Kil. (372 M.) Lund (\*Stadshuset, Stortorg; Skandinavien; Jernvägs-Hotellet; Krakau; booksellers, Gleerup, Lindstett, Stortorg), a town with 14,000 inhab., and a place of very ancient origin, which according to popular tradition was already a flourishing place at the beginning of the Christian era. In the early annals of Sweden it is said to have been a wealthy and fortifled town in the 10th cent., and in 1048 the first bishop was appointed. In 1104 the bishopric was erected into an archiepiscopal see, and the archbishop became the primate of the whole of Scandinavia. Shortly afterwards Lund was even styled the 'capital of Denmark', and was frequently the residence of the kings. After many vicissitudes the prosperity of the place gradually declined, and the last archbishop was banished and popery abolished by Christian III. in 1536. In its palmy days Lund is said to have had a population of 200,000 souls, and there were 21 churches, besides several monasteries, but after the expulsion of the archbishop the town lost all its importance, and for upwards of a century was a mere village. Its modern prosperity dates from the foundation of the university by Charles XI. in 1668, but to this day it presents a somewhat dull and rustic appearance, especially during the university vacations. (Plan, see p. 389.)

The Lundagård, with the neighbouring Lilla Torg and Tegnérs-Plats, are the chief centres of attraction. The beautiful trees

here form a pleasant feature of the place.

In the centre of the town rises the \*Cathedral (Pl. B, 3), dedicated to St. Lawrence, which on the whole is perhaps the finest church in Scandinavia. It was founded about the middle of the 11th cent. and consecrated by Archbishop Eskil (p. 349) in 1145. It is a pure Romanesque edifice (judiciously restored by Brunius, who was succeeded in 1868 by Zettervall), with five towers and a semicircular apse, resembling the famous Rhenish churches of Laach. Andernach, Coblenz, and Boppard. Although 263 ft. only in length (118 ft. wide, 70 ft. high), it presents a handsome appearance owing to the breadth of the W. end, and to the fact that the pavement rises in the middle 11/2 ft. above its level at the sides of the church (as in the Pantheon at Rome). Nine pillars on each side separate the nave from the aisles. Seventeen steps ascend from the nave to the massive transept, two more to the choir, and lastly three to the high altar. Under the transept and choir lies the spacious and imposing \*\* CRYPT (Kraftskyrkan), 122 ft. long, 35 ft. wide, and 14 ft. high, one of the largest in the world. The vaulting is borne by 24 pillars, and there are ten small windows in the sides. In the N. arm of the crypt is a large Well, embellished with satirical figures by Van Duren, a Dutch master. Archbishop Birger (d. 1519) is buried here. On one of the pillars are the figures of the giant Finn and his wife, the traditional builders of the church. They were hired by St. Lawrence to construct the building, and they stipulated either for the sun and the moon, or for the saint's own eyes as their reward, unless the holy man should succeed in guessing the giant's name. Luckily the saint overheard the giantess pronounce her husband's name while she was lulling her child to sleep, and thus saved his eyes. The enraged giant and his wife thereupon attempted to pull the church down again, but the saint converted them into stone, and their figures still testify to the truth of the story. -In the upper church the visitor should observe the handsome altar and pulpit, and the venerable seven-branched \*Candelabrum. — The Klockare, who shows the church, lives close by.

The Old University Buildings (Pl. B, 2; Curia Lundensis), in the Lundagård, the seat of the university founded by Charles XI. in 1668, contain the valuable Library and the Historical Museum, comprising the archæological collections of Prof. Nilsson. The university is now attended by about 500 students. The Tower commands a fine view. With the university is also connected the Zoological Museum (Pl. B, 2, 3), where almost all the Scandinavian vertebrate animals are represented, and the Botanic Garden (Pl. C, 2, 3), to the N. of the Lilla Torg, adjoining which is the Paradislycka with the Hospital of the province (Länslasarett).

Adjacent to the cathedral is the Tegnérs-Plats, embellished with a Statue of Esaias Teanér by Ovarnström. Here also is situated the building of the Akademiska Förening (Pl. 1: B, 2), of which all the students are members, containing a reading-room called the 'Athenaeum', a ball-room, and a restaurant. — Tegnér's House, at the corner of the Grabrodergata and Klostergata, is indicated by a slab of stone with the inscription, 'Här bodde Esaias Tegnér 1813-26'. It was here that the poet composed his Frithjof, Gerda, and other poems. His study, with a large table in the middle, is preserved in the same condition as during his lifetime, and various memorials of him are shown. On 13th Nov., the anniversary of the poet's birth, the students assemble round his statue, and celebrate the day with processions, songs, and speeches.

The traveller may walk through the promenades on the S. side of the town, and ascend to the chapel in the Cemetery (Pl. C, 2, 3) on the E. side. This point commands a good survey of the fertile province of Skåne, with the Romeleklint in the background. To the S.E. of the town is the Råby Räddnings Institut (Pl. C, 4), a charitable establishment founded by Gyllenkrook. Farther to the N. rises the Helgonabakke ('saints' hill'; Pl. C, 1), whence we obtain a view, to the W. (finest at sunset), of the Sound, Malmö, and the towers of Copenhagen.

EXCURSIONS. To Balby, 11 Kil. to the S.E., with a handsome old church, containing a crypt with a well. To the Romeleklint (near Björnstorp), 8 Kil. farther, commanding an uninterrupted view of the whole province of Skåne.

From Lund to Trelleborg, 43 Kil. (27 Engl M.), railway in 2-21/4 hrs. (fares 3 kr. 40, 1 kr. 70 ö.). The district traversed is fertile but uninteresting to the tourist. Unimportant stations. At Svedala the line intersects the Malmö and Ystad railway (p. 391). Trelleborg (Schweitz's Hotel) is a small sea-port and manufacturing town with 2000 inhabitants.

The train now traverses a very fertile district to the S. of Lund. Near (611 Kil.) Åkarp is the Agricultural Academy of Alnarp. The train crosses the navigable Höjeå, passes Arlöf, and crosses the Segeå, beyond which it skirts the Sound for a short distance, and soon reaches —

618 Kil. (383 M.) Malmö, see p. 388.

#### From Hessleholm to Helsinborg.

77 Kil. (48 Engl. M.). RAILWAY in  $2^1/2 \cdot 3^1/2$  hrs. (fares 6 kr. 20, 4 kr. 65, 3 kr. 10 ö.; by the slower trains 5 kr. 40, 4 kr. 5, 2 kr. 70 ö.).

Like most of the other branches of the great Swedish trunkline, this railway traverses a wooded district the greater part of the way to Helsingborg. Near (42 Kil.) Klippan is a large papermanufactory. A little to the N.W. are the large estates of Bjersgård and Tomarp, and to the S.E. is the ancient and picturesque Herrevadskloster, formerly a Cistercian monastery, now crownproperty, and used as barracks. At (47 Kil.) Qvidinge the crownprince Charles Augustus died suddenly on 28th May, 1810, to the great disappointment and dismay of the whole nation as well as that of his father. A monument has been erected to his memory near the station. The train now traverses extensive coal-measures, recently discovered. From (54 Kil.) Åstorp a branch-line diverges to the S. to Landskrona (p. 392), and another to the N. to Engelholm (p. 392). From Bjuf a short branch-line diverges to the S.W. to Billesholm, the centre of a coal-mining region. From (74 Kil.) Ramlösa, near which are the favourite baths of that name (see below), a line runs to the E. to Eslöf on the main line.

77 Kil. (48 M.) Helsingborg (\*Hôtel d'Angleterre; \*Mollberg, R. 1½ kr., A. 25, L. 65 ö.; Munthe; Öresund), a town with 11.500 inhab., is beautifully situated on the Öresund or Sound, which is here only about 3 Engl. M. wide. (Steamboat to Helsingör several times daily in 20 min.; others to Copenhagen, etc.) It is one of the oldest towns in Skane, having formerly stood near the Kärnan tower, whence it was removed after a great fire to its present site in 1425. After many vicissitudes, the town came into the possession of Sweden by the peace of 1658, but was again occupied by the Danes in 1676 and 1677. In 1710 the Danes were finally defeated in the neighbourhood by Mans Stenbock and his 'gedepoger' ('he-goats', so called from the furs worn by the Swedish peasants), a victory commemorated by a monument near the windmill of Ringstorp. A monument on the quay commemorates the landing of Bernadotte (Charles XIV. John) on 20th Oct., 1810. The harbour is good for moderate-sized vessels, and there are several handsome modern buildings, but almost all traces of antiquity have disappeared. The Railway Station, which is surrounded with pleasure-grounds, lies at the S, end of the town, near the harbour.

The finest point near Helsingborg, and 120 ft. above it, is the tower of \*Kärnan (perhaps signifying 'churn', from its shape; or 'kernel', having formed the keep of a larger stronghold). It rises in five stories to a height of 101 ft., and each side is 51 ft. broad, with walls 15 ft. thick. It resembles the towers of Visby, and once belonged to a large castle of which it is now the only relic. The \*View hence is the finest on the Sound, particularly towards sunset. A hundred or more vessels may be counted at one time. Opposite the spectator lies Helsingör, with the Kronborg (immortalised by Shakspeare under the English form of Elsinore), and Marielyst; to the S. is the island of Hven (see p. 392), and to the N. rises the granite promontory of Kullen.

A pleasant walk may be taken to the mineral spring of Helsan to the N.E. of the town, and to the Sea-baths (with Russian and Turkish baths) to the N. — Among the pretty villas and estates in the environs are Hamilton House, containing valuable collections, and Sofiero ('Sophia's rest'), the property of Queen Sophia, to the N.; farther distant are Kulla Gunnarstorp and Christinelund. To the S. of the town are the villa of Count Essen, the picturesque Cemetery, and the Villa Canzonetta, belonging to Orvar Odd, the poet. On the Hessleholm railway, to the S.E., is the Ramlösa Helsobrunn, a favourite mineral spring and watering-place.

A visit to the villas to the N. of the town, particularly to (6 Kil.) Sofiero (see above), may conveniently be combined with an excursion to (26 Kil.) Höganäs and (39 Kil.) Kullens Fyr. This interesting expedition will occupy a whole day. The hotels let carriages at high charges, but

'skjuts' horses may be hired for the excursion at more reasonable rates. As far as Höganäs (Zimmerdahl's Inn) an omnibus and a steamboat also

usually run from Helsingborg.

At Höganäs, where 'skjuts' horses may also be obtained for the drive to Kullen and to Helsingborg, there are coal-mines and a famous manufactory of pottery. From Höganäs by Krapperup and the fishing village of Mölle to Kullen about 14 Kil. more. The Promontory of Kullen, once probably an island, projects boldly into the Kattegat. On the E, side of it is the Skelder Vik, and farther distant rises the Hallands As, a hill upwards of 600 ft. high, at the extremity of which lie the little town of Torekov and Hallands Väderö. At the base of the promontory of Kullen, near the lighthouse, is the Silfpackarhål, a deserted silver-mine. The point of view most easily reached is the Bârekulle, a height near Kochenhus, just beyond Krapperup; farther N. rises the highest point of the promontory (615 ft.), commanding a still more extensive view, but less easily ascended. Inns at Mölle and the Kullagard, to the E. of the lighthouse.

Landskrona (p. 392) may be reached by railway (four trains daily) from Helsingborg in 13/4-2 hrs., and Eslöf in 11/9-2 hrs. more.

#### 53. From Alfvesta to Karlskrona and Kalmar.

From Alfvesta to Vexiö, 18 Kil. (11 Engl. M.), in  $^{3}$ /<sub>4</sub> hr. (fares 1 kr. 30 ö., 75 ö.); from Vexiö to Karlskrona, 114 Kil. (71 M.), in 5-5½ hrs. (8 kr. 55. 4 kr. 30 ö). — From Alfvesta to Emmaboda, 57 Kil. (35 M.), in  $^{2}$ /<sub>2</sub> hrs.; from Emmaboda to Kalmar, 57 Kil. (35 M.), in  $^{2}$ /<sub>4</sub> hrs. (4 kr. 30, 2 kr. 15 ö.).

Alfvesta, see p. 379. This branch-railway traverses a wooded district at first, enlivened here and there with the cottage of a settler (backstugusittare), with its little patch of pasture (tofta, gräsgång), enclosed by the peculiar fences (gärdesgård; with pieces of wood placed obliquely between the upright stakes) common in Norway and Sweden and sometimes seen among the Alps. These independent settlers are distinct from the torpare (from torpa, 'cottage'), a cottager or hired labourer on an estate. — At (8 Kil.) Gemla several manufactories. 13 Kil. Räppe, on the Helgasjö, at the point whence it drains into the Berggvarasjö. To the S. of the station, close to the latter lake, is the estate of Berggvara, with a picturesque ruined castle, which may also be visited from Vexiö. A small steamer starting from Räppe plies on the Helgasjö and the Räppe Canal, which connects that lake with the Toftasiö. In the vicinity is the mineral spring of Evedal.

18 Kil. (11 M.) Vexiö (Nya Hotellet; Stadshuset), the capital of the Kronobergs-Län, with 4000 inhab., has been rebuilt on a wide and handsome plan since a fire in 1843. The principal edifice is the handsome Cathedral, dating from the year 1300, restored by Brunius. It contains the tomb of St. Siegfrid (d. about 1030). the first promulgator of Christianity in this region. The old gymnasium contains the Smålands Museum, a collection composed of antiquities, a library, and a cabinet of coins. It is adorned with a bust of Linné, who went from Vexiö to the university of Lund. Visitors apply to the vaktmästare.

On a hill to the E. of the town, and connected with it by an avenue, lies the episcopal residence of Östrabo, once occupied by Tegnér the poet, who died here on 2nd Nov., 1846. He is buried in the cemetery to the W. of the town, by the S. wall, where his wife reposes by his side.

Pleasant excursion from Vexiö to Evedal and the (8 Kil.) \*Kronoberg, a castle on an island in the Helgasjö. The modern château of Kronoberg is crown-property, and is occupied by the governor of the district. The old castle, with its ruins overgrown with beeches, is very picturesque. In the middle of the court rises a handsome oak. — About 15 Kil. to the S. of Vexiö is the Inglinge Hög, an ancient tumulus commanding an extensive view, and once a place of assize. At the top is a stone 7 ft. high, adjoining which is a smaller round stone (stenklot) with a neatly executed pattern, supposed to have once been used in connection with ancient sacrificial rites.

Leaving Vexiö, the train traverses an interminable forest, frequently relieved with lakes, and occasionally enlivened with glass-works.

57 Kil. Emmaboda is the junction of the Karlskrona and Kalmar lines.

The Karlskrona Line follows the valley of the Lyckebyå to the S. of Emmaboda, and then that of the Bubbetorpså. At Lyckeby, a prettily situated place, the train quits the mainland and crosses several bridges and islands to—

114 Kil. (71 M.) Karlskrona (Storkällaren; Frimurarkällaren; Kung Karl), the headquarters of the Swedish navy, a considerable town, with 18,600 inhab., situated on the Trossö and other islands. It is a comparatively modern place, having been founded in 1660. The only sight of which Karlskrona can boast is the Dockyard (Örlogsvarfvet), to which, however, admission is rarely granted without permission from the minister of war.

From Emmaboda the Kalmar Line runs to the W., passing (59 Kil.) Lindås and (73 Kil.) Örsjö. From (87 Kil.) Nybro a branch-line diverges to the iron-works (Jernbruk) of Säfsjöström. 99 Kil. (611/2 M.) Trekanten. The train now emerges from the pine-forest and reaches a more smiling coast landscape, where birches, oaks, and beeches make their appearance. In the distance the island of Öland is visible (p. 387). 106 Kil. Smedby.

114 Kil. (71 M.) Kalmar (Witt's Hotel; Stadshuset), a very ancient town with 10,740 inhab., situated partly on the mainland and partly on two island in the Kalmarsund, and famous in early Swedish history as the scene of the conclusion of the Calmar Union (20th July, 1397), by which an attempt was made for the first time to unite the three Scandinavian kingdoms. The old town, where this important document was signed, lay on the mainland and no longer exists. The chief object of interest is the fine old \*Castle, known as the Kalmarnahus, a large quadrangular edifice, with towers, ramparts, and moats. It existed as early as the year 1200, was rebuilt in 1337, enlarged after 1536, and restored and embel-

lished by John III. at the end of the 16th century. This venerable building has undergone many vicissitudes. After having withstood eleven sieges and been the frequent residence of kings and princes, it was converted by Gustavus III. into a distillery, and a windmill was even erected upon the highest tower. The Unions-Sal, the largest room in the castle (where, however, the famous treaty was not signed), was used by Gustavus IV. as a granary. From these indignities, however, it no longer suffers, and it is now undergoing restoration. Among the other rooms is Gamla Kongsgemaket ('old kings' apartment'), which was once occupied by the ill-starred Eric XIV. The inlaid panelling in the deep-set windows of this apartment has lately been restored and is very fine. — The \*Cathedral\*, designed by Tessin, was built in stone from the quarries of Öland in 1660-99.

To the N. of the town is (3 Kil.) Skälby, with a fine park. At Stensö, to the S.W., is an iron monument marking the spot where Gustavus Vasa landed in May, 1520, on his return from Lübeck. A Latin inscription here is by Louis XVIII., who visited Sweden in 1804 during his exile.

Farther to the S. are the curious round churches of Hagby and Voxtorp (resembling that of Solna near Stockholm, p. 341), and still farther (20 Kil.) the famous Brömsebro, or bridge over the Brömsebäck, which once formed the boundary between Swedish and Danish territory. On a small island in the stream are the Brömsestenar, which are said once to have marked the frontier. By the Peace of Brömsebro in 1645 Sweden recovered her independence and the natural coast-frontier formed by the Baltic, the Sound, and the Kattegat.

From Kalmar we may cross to the Island of Öland. which, though rarely visited by tourists, presents some features of geological interest. It is 140 Kil. (85 Engl. M.) long and 3-15 Kil. (2-9 M.) in breadth. Owing to its considerable size (about 533 Engl. sq. M.), it is dignified, like Gotland, with the termination 'Land'. The old name was Wulfstans Eyaland. It contains 38,000 inhab., whose pursuits are chiefly agricultural, and it once boasted of a famous breed of horses, now nearly extinct. The dwelling-houses (manbygnader) are usually constructed of wood, and the farm-buildings (uthus) of stone. The roofs are adorned with snakes' and horses' heads carved in wood. The fields are separated by massive stone walls. Among the other resources of the island are large quarries of limestone and a quarry of alum-slate near Möckleby.

quarries of limestone and a quarry of alum-slate near Möckleby.

Oland does not present the usual Swedish geological features of granite and gneiss, covered with lakes and forests, but like Gotland consists mainly of a limestone plateau of the Silurian formation, and is wooded in a few places only. The plateau, originally formed under the sea, rises abruptly from the water in the southern half of the island, but slopes gently down to the sandy E. coast. Between the cliffs (landtborgar) and the sea extends a plain covered for the most part by arable land and woods. In the centre of the island rises a bleak and arid tract of reddish limestone soil, called the Allvar, scored here and there with deep furrows, and somewhat resembling the deserts of Africa. The scanty vegetation here consists of a hard kind of grass (festuca), on which the sheep graze, while the rich plains, with their groves of oaks, limes, and birches, are enlivened with the song of the nightingale (kledra). The villages with

their interesting churches (among which those of Alböke and Norra Motes deserve mention) are generally situated either in the plain or between it and the 'landtborgar', while the latter are crowned with windmills, twenty of which may sometimes be counted in a row. In the northern half of the island there are no 'landtborgar', but the coast is covered with sandy downs, particularly at Grankulla in the parish of Böda. A large round stone at Folkslunda, called the Runstenskyrka, marks the centre of the island. Geologists should notice the numerous rock-formations resembling ships, with prow, stern, masts, and benches for rowers. The finest of these Skeppsformer is 'Noah's Ark' at Högsrum, near Stora Rör. Other curious formations, resembling ruined castles, are called Borgruiner, the finest of which are the Ismansforp and the Vipetorp, also near Stora Rör. Countless tumuli form another object of interest.

The capital of the island is Borgholm (Inn), a small town with 900 inhab., whence steamers ply daily to Kalmar. It owes its sole interest to its imposing ruined Castle, mentioned in history for the first time in 1280, after which it underwent repeated sieges. About 20 Engl. M. to the S. of Borgholm lies Färjestad, directly opposite Kalmar, to which a steamer plies frequently. The width of the strait here is about 4 Engl M.

— Near Möckleby, at the S. end of the island, considerable quantities of

alum are found.

The classical authority regarding Öland is Linné's 'Öländska och Gothländska Resa' (1741; Stockholm, 1745). Marryat's 'One Year in Swden' (London, 1862) is also an interesting work.

#### FROM OSKARSHAMN TO NÄSSJÖ.

Travellers who do not wish to return from Kalmar to Vexiö and Alfvesta may proceed by steamer to Oskarshamn (5 hrs., 2-3 times weekly), whence a railway runs to Nässjö.

Oskarshamn (Societetshuset; Nya Hotellet), a town with 5000 inhab., was formerly called Döderhultsvik, but received its present name and its municipal privileges in 1856. Several ironworks and manufactories, including a tändsticksfabrik.

RAILWAY FROM OSKARSHAMN TO NÄSSJÖ, 150 Kil. (93 Engl. M.), in 51/2 hrs. (fares 11 kr. 20, 8 kr. 95, 5 kr. 60 ö.). — The line traverses a wooded district, presenting little attraction. Several unimportant stations.

65 Kil. (40 M.) Hultsfred, the junction of branch-lines to Storebro and Vimmerby (21 Kil.), two small manufacturing towns, and to Ankarsrum (with iron-works) and (70 Kil.) Vestervik (see p. 304). — Near Marianelund are the estate and church of Hessleby

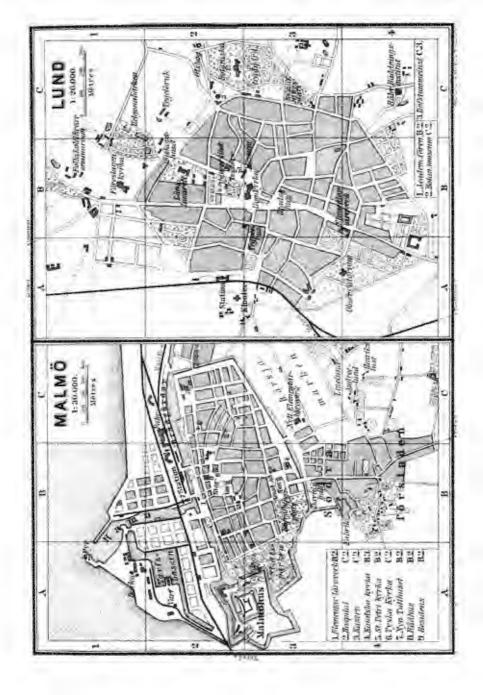
127 Kil. (79 M.) Eksjö (Nya Stadshuset), a town with 3000 inhab., near which is the curious Skurugata, a ravine 125 ft. deep and 20 ft. wide, penetrating a rocky hill for nearly 2 Engl. M.

150 Kil. (93 Engl. M.) Nässjö, see p. 301.

#### 54. Malmö and its Environs.

Arrival. Railway Station (Södra Stambana, R. 52), near the Steamboat Quay. On the latter is the Nya Tullhus (Pl. 7; B, 2), or custom-house, where the luggage of passengers arriving from Copenhagen is examined.

— Cab from quay to station 1 kr., porter 30-50 ö. — Travellers entering Sweden here should at once buy the latest number of 'Sveriges Kommunikationer' (10 ö.). — Steamboats (besides the coasting vessels to Stock.





holm, Gothenburg, etc.) to Copenhagen (16 Engl. M.) four times daily in 1<sup>1</sup>/<sub>2</sub>-1<sup>3</sup>/<sub>4</sub> hr.; to Lübeck five times weekly in 16-18 hrs. Others touch here on their way to London, Amsterdam, Bordeaux, etc.

Hotels. \*Kramer's Hotel, \*Gustaf Adolf, both in the Stortorg (Pl. B, 2); \*Svea, near the quay and the railway-station; Stockholm; Danmark. Restaurants at the hotels. — Café Agnete Jonsson, Hamngatan. — Stadt Hamburg, a favourite resort, in the Gustaf Adolf's Torg, with openair concerts. — Money exchanged by Mr. T. Flensburg, the British vice-consul, and at Kjöbenhamns Länebank.

Booksellers: Hedberg, Adelgatan; Cronholm, Stortorget. Sea Baths on the N. side of the harbour.

Malmö, a busy and thriving seaport and industrial town, the capital of the fertile province of Skåne, with 36,670 inhab., is situated on the Sound, opposite to Copenhagen (16 Engl. M. distant), in a flat and uninteresting district. It is now the third town in Sweden in point of population and importance, and possesses a considerable commercial neet and a number of manufactories (including several from which the well-known Swedish gloves are largely exported).

In the middle ages Malmö was the chief commercial town on the Sound, especially during the Hanseatic period. Its prosperity was mainly due to the productive herring-fishery, which attracted merchants from all parts of the Baltic. It is mentioned for the first time in 1259, but it lay at that time in the Vestervang, now the suburb of Södervärn, while the site of the modern town was then occupied by the fishing village of Svalperup. During the chequered reign of Christian II. of Denmark (1513-23) Malmö embraced the cause of that monarch, the burghers being headed by their spirited burgomaster Jörgen Kock, who once occupied the Kockumska Hus (see below). In the 16th and 17th cent. the prosperity of the town declined, partly owing to the failure of the herring-fishery, and partly to the growing importance of Copenhagen. The peace of Roeskilde, which restored Skåne to Sweden in 1658, farther accelerated the decay of the place, and at the end of the 17th cent. it contained 2000 inhab. only. At length, about a century later (1775-78), Frans Suell, a wealthy and publicspirited merchant of Malmö, laid the foundation of the modern prosperity of his native place by constructing a harbour, which has since been repeatedly extended and deepened.

The Harbour is on the N.W. side of the town, with long piers to prevent it from being choked up with sand. The Hamngata leads thence in a straight direction to the Malmöhus (Pl. A, 2, 3), a fortress at the S.W. end of the town. In its present form it dates from 1537, and is architecturally interesting. It is now used as a house of correction. Bothwell, Queen Mary Stuart's third husband, was imprisoned here in 1573-78, but the vaulted dungeon in which he was confined is now walled up. He died on 14th April. 1578, in the château of Dragsholm in Zealand, and was interred in the church of Faarveille. Adjoining the fortress is the Cellfängelse (Pl. A, 3), or prison.

The Petrikyrka (Pl. 5; 1B, 2), near the Stortorg, founded in 1319, and tastefully restored by Brunius in 1847-53, is the finest Gothic church in S. Sweden. It contains a curious poor-box (fattig-bössa), mounted in iron, with four slits for the offerings for the church, hospital, widows, and orphans.

The Tyska Kyrka (Pl. 6; C, 2) contains an interesting life-size portrait of Luther, with a swan and the hexameter: 'Pestis eram vivens, moriens ero mors tua, papa'. — The Roman Catholic Church (Pl. 4; B, 3) is a handsome new edifice in the Gustaf Adolf's Torg, to the S. of the Stortorg.

The \*Rådhus (Pl. 8; B, 2), or town-hall, in the spacious Stortorg, is a handsome Renaissance edifice, resembling those in several of the Danish and Hanseatic towns. The façades are in brick, and the copings and five figures in niches on the roof in sandstone. Handsome oriel window in the centre. The inscription records the dates of the foundation, extension, and restoration of the building. The handsome Knutssal in the interior was once the council-chamber of the powerful Knutsgille ('Guild of Canute'). - In the Stortorg is also situated the residence of the Landshöfding, or governor of the province, which contains the room (shown to visitors) where Charles XV., the popular predecessor of Oscar II., died on 18th Sept., 1872, when on his way back from Aix-la-Chapelle to Stockholm. The most interesting relic of mediæval domestic architecture is the Kockumska Hus, in the Frans Suellsgata, erected in the 15th cent., and once occupied by Kock, the warlike burgomaster, and Suell, the enterprising merchant and benefactor of the town.

Pleasant walks on the S. and E. sides of the town, the most attractive of which is Planteringen near the Malmöhus. To the

S.W. of the town lies the shady Cemetery (Pl. B, 3).

About 30 Kil. (18½ Engl. M.) to the S. of Malmö lie the two ancient little towns of Falsterbo (800 inhab.) and Skanör (400 inhab.), situated 2 Engl. M. apart on a long sandy promontory. They possess one inn, a pastor, and a burgomaster in common, but each has its own school. The inhabitants earn a scanty subsistence by fishing and tilling the poor sandy soil, but many of them go to sea and are considered the best sailors in this part of Sweden. It is a curious fact that these primitive little towns possess neither doctor, druggist, nor tavern, and crime and sickness are said to be alike almost unknown. Many centuries ago the herring-fishery in this neighbourhood was very profitable, and the 'Fair of Skanör', which was held at the 'Falsterboda' attracted merchants from all parts of N. Europe between July and November. At that period Skanör was a far more important place than Malmö. Popular tradition ascribes an almost fabulous antiquity to the place:—

'När Kristus lät sig föda

Stod Lund och Skanör i gröda'.

(When Christ was born, Lund and Skanör were flourishing.) With the falling off of the herring-fishery, the prosperity of these towns declined, and in 1631 a storm choked their harbour ('Flommen') and half buried the houses with sand.

The Church of Falsterbo, now deeply imbedded in sand, is said to be the most ancient in Skåne, and is still visited by pilgrims, particularly on St. John's Day. The Castle Hill commands a view of the lighthouse (Falsterbo Fyr), the light-ship on the dangerous Falsterbo Riff

('reef'), the island of Måkläppen with its countless gulls, and farther distant the chalk-island of Möen.

The Church of Skanör, another venerable edifice, has a crypt under the choir like the churches of Lund and Dalby (pp. 382, 383). The fine old font is embellished with the figures of twenty kings. The Castle Hill here commands an extensive view, extending in clear weather across the Sound as far as Stevens Klint, a cliff on the Danish coast.

RAILWAY FROM MALMÖ TO YSTAD, 63 Kil. (40 Engl. M.), in 3 hrs. (fares  $4^{1}/_{2}$ ,  $2^{1}/_{4}$  kr.). — The train traverses the fertile province of Skåne, where extensive corn-fields and beautiful groves of beeches contrast pleasantly with the dreary regions farther to the N., while white churches and country-seats of the Swedish noblesse are seen at frequent intervals. About 5 Kil. to the N. of (16 Kil.) Skabersjö is the beautiful mansion of Torup, which forms an interesting object for an afternoon's drive from Malmö. At (21 Kil.) Svedala the line is crossed by the branch-line from Lund to Trelleborg (p. 383). Near (28 Kil.) Börringe is the château of that name, formerly a nunnery. In the neighbourhood of (38 Kil.) Skurup is Svaneholm on an island in the Svanesjö, once the property of Rodger Maclean, a distinguished farmer and promoter of national education. The following stations are named after the extensive estates and mansions near them.

63 Kil. (40 Engl. M.) Ystad (Hôtel du Sud; Hôtel du Nord), a busy seaport with 7000 inhab., mentioned in history as early as the 13th century. To a Franciscan monastery, founded here in 1267, once belonged the Petri Kyrka, which is now modernised. The Vårfru-Kyrka also dates from the 13th century. Down to 1658 the town belonged to Denmark. Besides the coasting steamers from Stockholm to Malmö, Copenhagen, and Gothenburg, another plying between Stettin and Bergen touches here fortnightly, and there are several small local steamboats.

One of the small steamers plies twice weekly between Ystad and the island of Bornholm, which belongs to Denmark, and lies about 5 seamiles to the S.E. of the Swedish mainland (3 hrs. from Ystad). It is about 230 Engl. sq. M. in area, and contains upwards of 30,000 inhab., whose chief resources are agriculture and the digging of the porcelainclay used in the famous manufactories of Copenhagen. Rönne, the capital, lies on the W. coast. The island is rocky and mountainous. The hill called Knäglen and the Echodal in the interior are worthy of a visit. Between Svaneke and Allinge on the N. coast are a number of picturesque and imposing cliffs, including Randklöveskaaret, Helligdomsklipperne, Gaaserenden, and Vaade Ovn. The northernmost promontory is called Hammeren.

RAILWAY FROM YSTAD TO ESLÖF, 76 Kil. (47 Engl. M.), in  $3-3^1/2$  hrs. (fares 5 kr. 40, 2 kr. 70 ö.). The line intersects a number of the extensive estates of Skåne. From (11 Kil.) Svenstorp a diligence runs daily to Simbrishamn (at 12.30 p.m.) in 5 hrs.

Simbrishamn (Hôtel Simbrishamn; Svea; Sanningen), a small seaport with 1700 inhab., mentioned in history as early as the 14th cent., lies on

the coast of the Baltic, 22 Engl. M. to the N.E. of Svenstorp. A little to the S.W. of the town is the Glimmingehus, an ancient baronial fortified château, one of the few of the kind now existing, and one of the most interesting buildings in Sweden. A little to the N. of Simbrishamn is the fishing village of Kivik, where there is a curious old monument, pronounced by Prof. Nilson to be Phoenician.

To the N. of (32 Kil.) Löfvestad is the fine mansion of Christine-

hof, near which is the oldest alum-slate quarry in Sweden.

To the S. of (47 Kil.) Bjersjölagård is Öfveds-Kloster, a picturesque and handsome château on the Vombsjö, belonging to one of the largest estates in Skåne, and formerly a wealthy monastery.

Between (65 Kil.) Hurtva and (72 Kil.) Christineberg the train passes the château of Skarhult, built in 1562 and recently restored by Brunius, and containing a picture-gallery of some value.

76 Kil. (47 M.) Eslöf, see p. 381.

FROM ESLÖF TO LANDSKRONA, 32 Kil. (20 Engl. M.), railway in  $1\frac{1}{4}$ -2 hrs. (fares 2 kr. 25, 1 kr. 15 ö.) — The train traverses a tame arable district, with several unimportant stations. From (10 Kil.) Marieholm a visit may be paid to the Röstånga, Lake Odin, and Skäralid (comp. p. 381). 21 Kil. Billeberga is the junction for Helsingborg (p. 384).

32 Kil. (20 M.) Landskrona (Drufvan; Gröna Lund), a town with 9000 inhab., and possessing an excellent harbour 22-36 ft. deep, was founded by Eric XIII. in 1413. The Castle, which was completed in 1546, is now used as a prison and a storehouse. To the N. of the town is Hvilan, a favourite resort. - Steamboat

to Copenhagen once or twice daily.

FROM LANDSKROMA TO ENGELHOLM, 48 Kil. (30 Engl. M.), railway in 2½4 hrs. (fares 3 kr. 20 ö., 2 kr.). The intermediate stations are unimportant. Beyond (9 Kil.) Vadensjö the line crosses the Helsingborg and Billeberga railway (p. 385). Near (26 Kil.) Billesholm are extensive coalmines. 35 Kil. Astorp is the junction of the Hessleholm-Helsingborg line (see p. 383). — 48 Kil. (30 M.) Engelholm (see p. 284).

From Landskyropa a visit may be paid to the Swedish island of Hypp.

From Landskrona a visit may be paid to the Swedish island of Hven, about 5 Engl. M. distant, with the church of St. Ibs (a corruption of Jacobus), where the famous Danish astronomer Tycho Brahe once possessed a château called Uranienborg and his subterranean observatory of Stelleborg. Of these, however, there is now no trace. — Sailing-boat 4-5 kr.

The Swedish vowel  $\ddot{a}$  and the Norwegian  $\alpha$ , as well as the Swedish å must be looked for after the letter a, the Swedish ö and the Norwegian e after the letter o.

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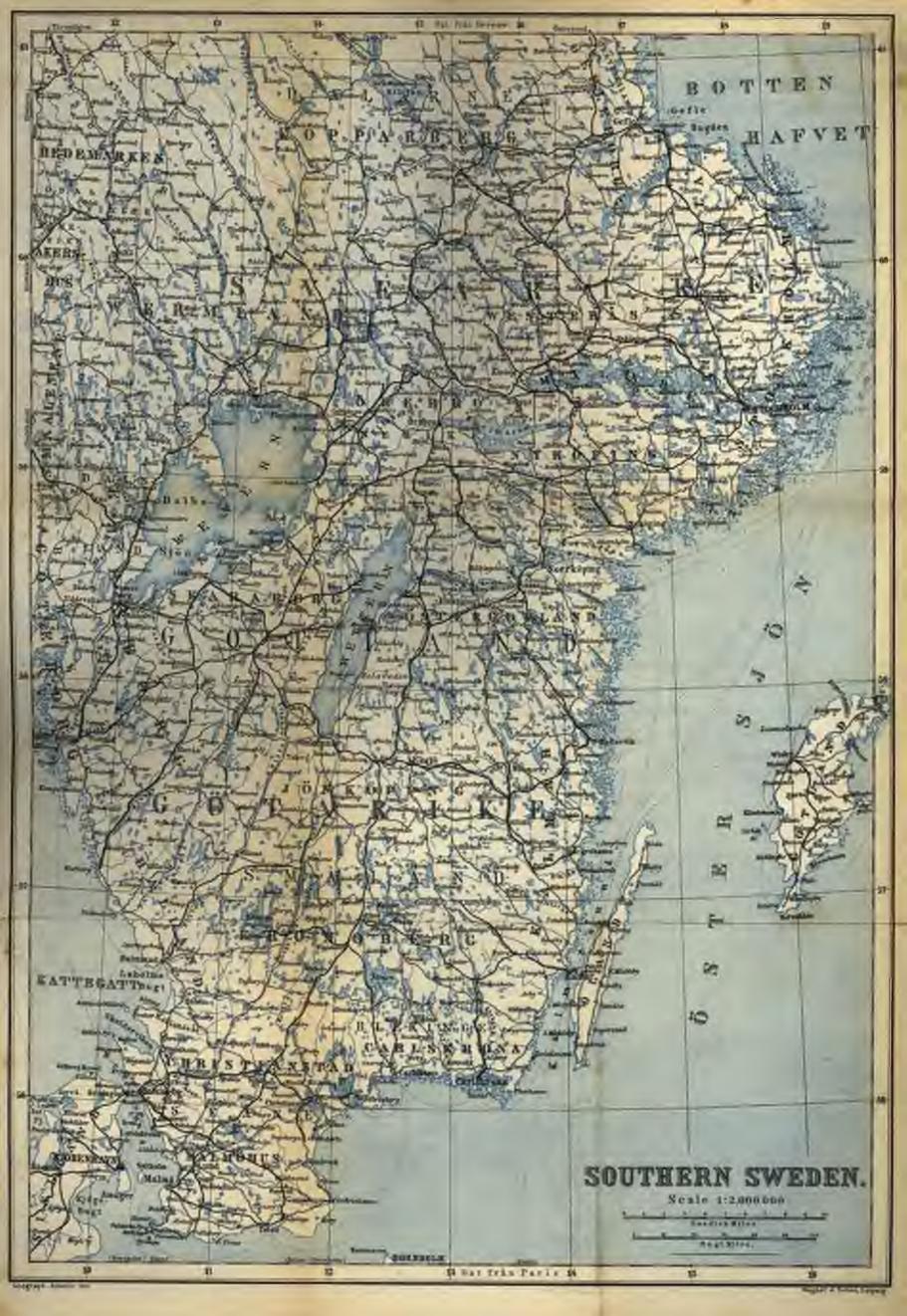
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### Sketch

OF

# Norwegian and Swedish

## Grammar,

with

Vecabulary and List of Phrases:

#### Comtents.

L. The Language of Morean

Il The Language of Souten.

III. Vocalciery.

IV. Short and Resful Phrases.

This core may be strated from the rest of the book by severing the gallow throne which are to be found between profit, 20.

#### I. Language of Norway.

The Gothic tribes of Aryan or Indo-European origin who settled in Scandinavia, probably about the beginning of the Christian era, if not earlier, appear all to have spoken a common language called the Norrana Mal, afterwards known as the Dönska Tunga, the history of which is not distinctly traceable farther back than the 9th or 10th century. That language, now known as Icelandic. or the Old Northern Tongue, and called by the Norwegians 'Old Norsk', was carried to Iceland by the Norwegians who settled there in the 9th century, and it has there been preserved in its original purity and vigour down to the present day, while on the mainland it gradually underwent modification and split into several distinct dialects, of which modern Swedish and modern Danish are now the most important. The history of the language of Norway between the colonisation of Iceland and the incorporation of Norway with the kingdom of Denmark towards the end of the 14th century is involved in obscurity, but the dialects spoken in different parts of the country probably continued closely akin to the primitive Old Norsk. In Denmark the original Dönska Tunga had meanwhile undergone considerable alteration, as is shown by the Skaanske Lov and the Sjælandske Lov, promulgated in 1162 and 1171 respectively, the gutturals and other consonants having been somewhat modified and softened, and the inflections simplified. From the year 1387, when Queen Margaret, the 'Northern Semiramis'. was crowned queen of Norway, dates the introduction of the Danish language into the sister country. Between that date and the year 1814 when Norway was severed from Denmark and united with Sweden, the Norwegians had enjoyed a considerable degree of political independence, but their ancient language was gradually superseded by that of the dominant race, which was used by the government officials and adopted by the upper classes generally, although a number of dialects descended from the Old Norsk speech continued to be spoken in the remoter districts, chiefly by the uneducated classes. At the present day therefore the language of the country is Danish, although the natives prefer to call it Norsk, but it is pronounced with greater vigour and distinctness than by the Danes themselves, and it is enriched with a considerable number of words derived from the old provincial dialects which greatly enhance its interest. Like other languages of the Teutonic stock, Danish has admitted many Romanic and other foreign words to the rights of citizenship, such as genere sig (se gêner), Kandidat (candidat), Kontor (comptoir), Kritik (critique), Kvarter (quartier), Præst (presbyter); but some of these have

been introduced more from fashion than necessity, and words of purely native growth are to be found in every branch of art and science. The following lines by Norwegian poets may be quoted here as a specimen of the modern language common to Norway and Denmark:—

'Min norske Vinter er saa vakker: De hvide snebedækte Bakker Og grønne Gran med pudret Haar Og trofast Is paa dybe Vande Og Engledragt paa nøgne Strande Jeg bytter neppe mod en Vaar'. J. N. Brun.

Ja! herligt er mit Fødeland,
Den gamle klippefaste Norge
Med Sommerdal og Vinterborge,
Der evig trodser Tidens Tand.
Om Kloden rokkes end, dets Fjelde
Skal Stormen dog ej kunne fælde'.

S. O. Wolff.

Literal translation:

My Norwegian winter is so beautiful: the white, snow-clad hills, and green pines with powdered hair, and stedfast ice on deep lakes, and angelgarb on barren shores, I would hardly exchange for spring.

Literal translation:
Yes! glorious is my native land, the ancient cliff-bound Norway, with summer valley and winter fastness, which ever defies the tooth of time. Even if the globe be shaken, the storm shall be unable to overthrow its mountains.

A knowledge of the language of the country will conduce materially to the traveller's comfort and enjoyment. English is spoken at the principal resorts of travellers and by the captains of most of the steamboats, but on the less frequented routes and particularly at the small country-stations the native tongue alone is understood. The traveller should therefore endeavour to learn some of the most useful and everyday phrases which he is likely to require on his journey. Those who are already acquainted with German or Dutch will find the language exceedingly easy and interesting, as the great majority of the words of which each of these languages consists are derived from the same Gothic stock as Danish. A still higher vantage-ground is possessed by those who have studied Icelandic, or even the kindred Anglo-Saxon, the former being the direct ancestor of the language of Norway. Those, on the other hand, who are tolerably proficient in Swedish, will understand and be understood with little difficulty in Norway, though much less readily in Denmark. Conversely, the traveller who has learned Danish with the Norwegian accent will generally find it intelligible to Swedes, and will himself understand Swedish fairly well: but Danish acquired in Denmark will be found very unsatisfactory in Norway and still more so in Sweden.

The traveller who takes an interest in the language, which throws light on many English words, and particularly on English and Scotch provincialisms, should be provided both with an English-Danish (Rosing's, 3rd edit.; Copenhagen, 1869) and Danish-English dictionary (Ferrall & Repp's, 3rd edit.; Copenhagen, 1867), and with Ivar Aasen's copious and instructive 'Norsk Ordbog' (2nd edit., Christiania, 1873). Rask's Grammar, Frädersdorff's Practical Introduction, and Bojesen's Guide are also recommended to the notice of students of Danish. For the use of ordinary travellers,

however, the following outline of the grammar and the vocabularies, though necessarily brief and imperfect, will probably suffice.

Pronunciation. The Consonants and their pronunciation are nearly all the same as in English; but f at the end of a word is pronounced like v; g before e and i and at the end of a syllable is often pronounced like y; j is pronounced like the English y; k before  $e, i, j, y, \alpha$ , and  $\theta$  is (in Norway) pronounced like the English t followed by the consonant y, or nearly like the English ch; sk before the same vowels is pronounced like the English sh; while c (like s before e, i, y,  $\alpha$ , and  $\theta$ , and like k before a, o, u, and aa), q, x, and z are used in words of foreign origin only. The chief irregularities are that d at the end or in the middle of a syllable is generally mute, as Fladbrød (pron. Flabrø), sidst (pron. sist), hende (pron. henne); g at the end of a syllable is often inaudible, as deilig (pron. deili), farlig (pron. farli), while eg is softened to ei, as jeg (pron. jei), egen (pron. eien), and, in conversation, mig. dig. sig are corrupted to mei, dei, sei; s after r is pronounced almost like sh; lastly, in det, the t is usually mute, and de is pronounced di (dee).

The Vowels a, e, and i are pronounced (as in French and German) ah, eh, ee; o is sometimes pronounced oo (as in boot), sometimes o (as in hole), and when short it is like the short English o (in hot), but less open; in ai, ei, oi, each letter is pronounced distinctly; u, when long, is somewhat like the u in lute, with an approach to the French u, and when short it resembles the French eu or the English i in bird; y, when long, is like the French u, and when short it is indistinguishable from the short o. The sound of aa is that of the long English o; a is like e, but more open (as in where); ø, sometimes written ö when the sound is more open, has the sound of the German ö or the French eu. These two last letters are placed at the end of the alphabet, a peculiarity which consulters of a Danish dictionary must bear in mind. — Those who have studied French or German will have no difficulty with the y and the  $\theta$ , but it is not so easy to catch the precise sound of the u, and it requires some practice to distinguish between words in which o is pronounced oo and those in which it pronounced as in English.

Genders. There are two genders, the common (including masculine and feminine) and the neuter.

Articles. The Indefinite is en (c.) or et (n.), as en Mand (a man), en Kvinde (a woman), et Barn (a child).

The DEFINITE is den (c.), det (n.), de (pl.), which forms are used almost exclusively when an adjective intervenes between the article and the substantive, as den gode Mand (the good man), det unge Barn (the young child), de gamle Konger (the old kings). When immediately connected with its substantive, the definite article is -en or -n, -et or -t, and -ne or -ene, added as an affix to

the substantive, as Manden (the man), Barnet (the child), Kongerne (the kings), Guardene (the farm-houses).

Substantives. All substantives are spelled with an initial capital. The genitive, both singular and plural, usually ends in s, as Kongens Mildhed (the king's elemency), Mandenes Heste (the men's horses). All nouns ending in e form their plural by adding r, as Konge, -r, Kvinde, -r; others add er, as Blomst, -er; others e, as Hest, -e; and many neuter nouns remain unchanged in the plural, as Sprog (language), Hus (house). Lastly, a number of substantives modify their radical vowel in the plural, as Haund (hand), Hander, Fod (pron. 00; foot), Födder, Bog (pron. 0; book), Bøger, Barn (child), Børn. In many cases the consonant is doubled in order to preserve the short sound of the vowel, as Hat (hat), -le, Ven (friend), -ner, Gut (Norw., boy), -ter.

Adjectives. Those derived from proper names are not spelled with initial capitals (as norsk, Norwegian; engelsk, English). When preceded by the indefinite article, the adjective remains unchanged in the common gender, but t is added to it in the neuter, as en god Hest, et stort (large) Hus; if, however, the adjective terminates in e, o, u, or y, it remains unchanged in both genders, as en lille Hest, et lille Barn, en sky (shy) Hest, et bly (shy) Barn; but ny (new) has the neuter nyt. When preceded by the definite article, and in the plural whether with or without article, adjectives have an e added, unless they terminate in e, o, u or y; as den gode Hest, et store Hus, de smukke smaa Børn (the pretty little children), nakre (contracted from vakker -e) Fjorde (beautiful bays). When standing alone after the substantive as a predicate the adjective usually agrees with the substantive in gender and number, as Huset er (is) stort, Hestene er store.

The Comparative and Superlative are formed by adding re or ere and rt or est to the positive; as glad (glad), gladere, gladest; riy (rich), rigere, rigest; but in some cases they are formed by prefixing mer and mest to the positive, as elsket (beloved), mer elsket, mest elsket. The radical vowel is sometimes modified; as stor, storre, storst; faa (few), farre, farrest. Several adjectives are irregularly compared: god, bedre, bedst; ond (bad), varre, rarst; gammel (old), aldre, aldst; lille (small), mindre, mindst; megen, meget (much), mer, mest; mange (many), flere, fleste.

Numerals. The Cardinal Numbers are: en or een (n. et), to, tre, fire, fem, sex, syv, otte, ni, ti, elleve, tolv, tretten, fjorten, femten, sexten, sytten, atten, nitten, tyve (twenty); en og tyve, to og tyve, etc.; treti (tredive); firti (fyrretyve), femti (or halvtresindstyve, i. e. 'halfway between twice and three times twenty', or 'thrice twenty all but a half of twenty'; the word used in Denmark, and often contracted to halvtres), sexti (tresindstyve, or tres), sytti (halvfjersindstyve, or halvfjers), otti (firsindstyve, or firs), nitti (halvfjersindstyve, or halvfjers), hundrede, tusinde.

ORDINAL NUMBERS. Den, det, de første, anden (pl. andre), tredie, fjerde, femte, sjette, syvende, ottende, niende, tiende, ellerte, tolvte, etc.; tyvende, trediende, firtiende, femtiende (or halvfresindstyvende), etc.; hundrede and tusinde undergo no alteration.

Fractions. En halv (1/2, adj.; the subst. is en Halvdel); halvarden (11/2, 'another all but half'); halvaredie (21/2, 'a third all but half'), or to ag en halv; halvaredie, or tre og en halv; en Trediedel (1/3); en Fjerdedel (1/4, or en Fjerding, en Kvart, or et Kvartér); en Femtedel; and so on, del (part) being added to the ordinals.

**Pronouns.** Personal. Nom. sing. jeg (1), du (thou), hun (he), hun (she), den or det (it); pl. ri, I, de. Acc. sing. mig, dig, hun, or sig, hende or sig, den or det; pl. os, eder, dem or sig. Gen. sing. huns, hendes, dens or dets; pl. deres (their).

Sig is always reflexive, referring to the nominative or subject (himself, herself, itself, themselves). Members of the same family and intimate friends address each other as Du, pl. I, but in ordinary society De (literally 'they'), with the verb in the singular, is always used. In this sense the accusative of De is Dem, never sig; as De har skadet Dem (you have hurt yourself).

Possessive. Min (my), mit, pl. mine; din (thy), dit, pl. dine; sin (his, her, or its), sit, pl. sine; vor (our), vort. pl. vore; jer (your), jert, pl. jere (colloquial); deres (their); Deres (your, in the polite form of address).

DEMONSTRATIVE. Den, det (this), pl. de; denne, dette (that). pl. disse; hin or hiin, hint (that), pl. hine; samme (same), selv (self), and begge (both) are indeclinable; saudan, saudant (such a one), pl. saudane.

RELATIVES. Som (who, whom, which, nom. and acc.) and der (who, which, nom. only) are indeclinable; hvilken, hvilke, hvilket (who, whom, which, nom. or acc.), pl. hvilke; hvis (whose, of which, sing, or pl.); hvad (what), indeclinable.

Interrogatives. How or hom (who, whom), indeclinable; hrilken, hrilket, pl. hrilke (which, nom. or acc.); hrad (what).

INDEFINITE. Man (one, they, nom. only); en or et (one); nogen (some, somebody, some one), noget (some, something), pl. nogle; ingen (no, nobody, none), intet (no, nothing, none), no plural; anden, andet (other), pl. andre; hver, hvert, enhver, enhvert (each, every; each one, every one); al, alt (all), pl. alle; det, der (it, with impers. verbs), as det regnes (it rains), der siges (it is said), der skrives (it is written).

Verbs. Auxiliary. At have (to have); pres. indic. har, pl. have; imperf. havde; perf. har or have havt; fut. vit or skall, pl. ville or skulle, have; imperat. hav, pl. have; partic. havende, hart.

At være (to be); pres. ind. er, pl. ere; imperf. vær, pl. være; perf. har or have været; fut. vil or skall, ville or skulle. være; imperat. vær, pl. værer.

At skulle (to be about to, to be obliged); pres. skall, pl. skulle; imperf. skulde; perf. har or have skullet.

At ville (to be about to, to be willing); pres. vil, pl. ville;

imperf. vilde; perf. har or have villet.

At kunne (to be able); pres. kan, pl. kunne; imperf. kunde; perf. har or have kunnet; fut. vil or skall, ville or skulle, kunne.

At maatte (to be obliged); pres. maa (must); imperf. maatte; perf. har or have maattet.

At turde (to be allowed, to dare); pres. ter (may, dare); imperf. turde (might, dared).

At burde (to be bound, to be under an obligation); pres. ber

(ought, etc.); imperf. burde (ought etc.).

The verb faae (to get), with the perfect participle, expresses futurity, as naar jeg faaer skrevet (when I shall have written).

The verb blive (to become) is sometimes used to form the

passive voice, as han bliver, blev skadet (he is, was hurt).

Conjugations. The conjugations are either weak or strong, regular or irregular, and under each of these heads there are several subdivisions. The first and second of the three following verbs are weak (i. e. with the imperf. formed by the addition of ede or te, and the partic. by the addition of et, or t to the root), and the third and fourth are strong (i. e. where the imperf. takes no affix whether modifying the radical vowel or not).

Elske (love); pres. elsker, elske; imperf. elskede; perf. har or

have elsket; partic. elsket, pl. (when used as adj.) elskede.

Tale (speak); pres. taler, tale; imperf. talte; perf. har or have talt; partic. talt, pl. talte.

Komme (come); pres. kommer, komme; imperf. kom; perf. er kommen, neut. kommet, pl. ere komne.

Stjæle (steal); pres. stjæler, stjæle; imperf. stjal; perf. har or have stjælet; partic. used as adj. stjælen, stjælet, stjælne.

The imperfect participle is formed by adding nde to the infinitive (as elksende, kommende). The imperative singular is the root (as tal, stjæl), to which er is added in the plural (as elsker, kommer).

Elskes (be loved); pres. elskes, or bliver elsket, blive elskede;

imperf. elskedes or blev elsket, blev elskede.

Tales (be spoken); pres. tales, or bliver talt, blive talte; imperf. taltes, or blev talt, blev talte.

The following **List of Verbs** in frequent use includes a number of weak and strong, regular and irregular. The infinitive, imperfect, and participle of each are given. When the participle ends in -t, the usual auxiliary is have, when it ends in -n, -ne, the auxiliary is vare.

Accompany, ledsage, ledsagede, ledsaget. Alight, stige ned (steg, stey-en, -et, -ne); stige ud. Arrive, ankomme, ankom, ankom-men, -met, -ne. Ascend, mount, stige, steg, steg-en, -et, -ne. Ask, spørge. spurgte, spurgt. Awake (trans.), vække, vakte, vakt.

Become, blive, blev, blev-en, -et, -ne. Beg, bede, bad, bedt, -e. Believe, troe, troede, troet. Bind, binde, bandt, bundet, bund-en, -et, -ne. Blow, blæse, blæste, blæst. Boil, koge, kogte, kogt. Break, brække, brak, brækket, bruk-ken, -ket, -ne; slage itu (slog, slaget, slag-en, -et, -ne). Bring, bringe, bragte, bragt. Buy, køpe, køpte, køpt.

Call, shout, raabe, raabte, raabt, -e; see also name. Carry, bære, bar, baaret, baar-en, -et, -ne. Change, skifte, skiftede, skiftet; bytte, byttede, byttet; change (money) vexle, vexlede, vexlet. Come, komme, kom, kom-men, -met, -ne. Count, tælle, talte, talt. Cost, koste, kostete, kostet. Cut, skjære, skar, skaaret, skaar-en, -et, -ne.

Demand, ask (a price, etc.), forlange, forlangte, forlangt, -e. Depart, see 'start'. Descend, stige ned (steg, stegen). Dismount, stige af, stige ned. Do, gjøre; pres. gjør, gjøre; gjorde, gjort. Drink, drikke, drak, drukket, druk-ken, -ket, -ne. Drive (a carriage), kjøre, kjørte, kjørt, -e. Dry, tørre, tørrede, tørret.

Eat, spise, spiste, spist, -e, or æde, aud, ædt, -e.

Fear, frygte, frygtede, frygtet. Find, finde, fand, fundet, fund-en, -et, -ne. Fish, fiske, fiskede, fisk-et, -ede. Follow, følge, fulgte, fulgt, -e. Forget, glemme, glemte, glemt, -e. Freeze, fryse, frøs, fruss-en, -et, -ne.

Get, faa, fik, faaet; get down, stige ned (steg, steg-en, -et, -ne); get in, stige ind; get up, stige op; get on, komme frem (kom, kommen). Give, give, gav, givet, giv-en, -et, -ne. Go, gaa, gik, gaaet.

Help, hjælpe, hjalp, hjulpet, hjulp-en, -et, -ne. Hire, hyre, hyrede, hyret; leie, leiede, leiet. Hold, holde, holdt, holdt, -e. Hope, haabe, haabede, haabet.

Jump, springe, sprang, sprunget, sprung-en, -et, -ne.

Keep, beholde, beholdt, beholdt. Knock, banke, bankede, banket. Know (a fact), vide; pres. vēd, vide; vidste, vidst; (a person, a place, etc.) kjende, kjente, kjent.

Lay, put, lægge, lagte, lagt, lagd, -e; lay hold, tage fat paa (see 'take'). Learn, lære, lærte, lært. Leave, forlade; leave behind, efterlade; see 'let'. Let, lade, lod, ladet, ladt, -e; let go, let fall, slippe, slap, sluppet, slup-pen, -pet, -ne. Lie, ligge, lag, ligget. Light, kindle, tænde, tændte, tændt, -e. Like, synes (om), syntes; or like (Norw.), likte, likt. Lose, tabe, tabte, tabt, -e.

Make, see 'do'. Mend, istandsætte (sat, sat); reparere, reparerede, repareret; udbedre, udbedrede, udbedret. Mistake, make a mistake, tage feil (tog, taget). Mount, stige, steg, stegen; (on horseback) sidde op (sad, siddet).

Name, call, kalde, kaldte, kaldt, -e. Named or called (to be), hedde, hed, hedt, -e.

Open, aabne, aabnete, aabnet, -e. Order, bestille, bestillede, bestillet.

Pay, betale, betalte, betalt, -e. Pronounce, udtale, udtalte, udtalt, -e. Put, sætte, sat, sat, -te; see also 'lay'; put to (horses), spænde, spændte, spændt.

Rain, regne, regnete, regnet. Read, læse, læste, læst. Reckon, regne, regnede, regnet. Require, behøve, behøvde, behøvt, -e. Rest, hvile, hvilede, hvilt. Return (intr.), komme or gaa tilbage. Ride, ride, red, redet, red-en, -et, -ne. Roast, stege, stegte, steyt. Row, roe, roede, roet. Run, løbe, løb, løbt.

Say, sige, sagte, sagt, -e. See, see, saa, seet, -e. Seek, søge, søgte, søgt. Sell, sælge, sølgte, sølgt. Send, sende, sendete, sendet, -e. Set, see 'put'. Shoot, skyde, skjød, skudt, -e. Shut, lukke, lukkede, lukk-et, -ede. Sit, sidde, sad, siddet. Sleep, sove, sov, sovet. Smoke (intrans.), ryge, røg, røget; (trans.) røge, røgte, røgt. Snow, sne, snēte, snēt. Speak, tale, talte, talt, -e. Stand, staae, stod, staaet. Start, afgaa, afgik, afgaaet; or gaa bort, gaa afsted. Stop (trans. or intrans.), standse, standsede, stands-et, -ede.

Take, tuge, tog, toge, taget, tag-en, -et, -ne; take care of, sørge, sørgede, sørgt (for). Think, tænke, tænkte, tænkt. Travel, reise, reist, reist. Try, forsøge, forsøgede, forsøgt.

Understand, forstaae, forstod, forstaa-et, -ede. Use, bruge, brugede, brugt. — Wait, vente, ventete, ventet. Wash, vadske, vadskede, vadsk-et, -ede. Wish, ønske, ønskede, ønsk-et, -ede. Write, skrive, skrev, skrevet, skrev-en, et, -ne.

Adverbs. The neuter forms of adjectives are used as adverbs; as  $g\bar{o}d$  (good),  $g\bar{o}dt$  (well); langsom(slow), langsomt(slowly); and such adverbs take the same comparative and superlative as the adjectives. Godt or vel has bedre, bedst; ilde (ill), like ond or duartig, has varre, varst; gjerne (willingly), hellere (rather), helst (most willingly, rather, especially).

The following are in very frequent use: -

PLACE. About, omtrent; above, ovenpua; after, efter; around, omkring; at home, hjemme (indicating rest, like several other adverbs ending in e, while without the e they indicate motion); away, bort, borte; back, tilbage; below, nedenunder; down,  $n\bar{e}d$ , nede; everywhere, overalt; far, langt; far from here, far distant, langt herfra; here, her; home, hjem; in, ind, inde; near, nær; nowhere, ingensteds; out, ud, ude; past, forbi; there, der; thither, did; up, op, oppe; where, hvor; within, inde.

TIME. About, omtrent; afterwards, siden efter; again, atter, igjen; always, altid; already, allerede; before, før; early, tidligt; immediately, strax; last year, if jor; late, sent; long, længe; nearly, næsten; never, aldrig; now, nu; often, ofte, tidt; once, engang; seldom, sjælden; sometimes, undertiden; soon, snært; still, endnu; the day after to-morrow, iovermorgen; the day before yesterday, iforgaars; then, da, paa, den Tid; this evening, iaften; this morning, imorges; to-day, idag; to-morrow, imorgen; twice, to liange; when (interrogative), naar, hvad Tid; yesterday, igaar.

MANNER, DEGREE, etc. A little, noget; also, ogsau; also not, heller, ikke; altogetler. i Alt, i det hele tagit, altsammen; broken

(in two), itu; downhill, nedad (Bakken); how, hvortedes; little, lidt; much, meyet; no, nej; not, ikke; not at all, slet ikke; of course, naturligvīs; only, kun; particularly, isar; partly, dēls; perhaps, kanske, maaske; possibly, muligvīs; probably, rimeligvīs; quickly, hurtigt (fōrt); so, thus, saaledes; softly (gently, slowly), sagte; straight on, ligefrem; together, tilsammen; too (much, etc.), for (meget, etc.); uphill, opad (Bakken); very, meget; why, hvorfor; yes, ja, jo (the latter being used in answer to a question in the negative or expressing doubt).

Prepositions. Among the most frequent are: -

About, om; above, over; after, efter; among, blandt; at, i, paa, ved; at (of time), om; behind, bag; between, mellem; by, at the house of, hos; by, near, red; by, past, forbi; during, om, under; for, in front of, for; from, fra; in, i; instead of, istedenfor; near, nar, ved; of, from, af; on, paa; opposite, ligeover for; over, upwards of, over; past, forbi; round, rundt om; since, siden: through, gjennem; till, indtil (not till, ikke for); to, til; towards, mod; under, under; upon, paa; with, med.

Conjunctions. The most important are: -

After, efterat; although,  $skj \not= ndt$ ; and, og; as, da; as — as, saa — som; because, fordi; before,  $f\not= r$ ; but, men; either — or, enten — eller; for, thi; if, om, dersom, hvis; in order that, for at; or, eller; since (causal), fordi, efterdi, (of time) siden; so, saa; than, end; that, at; till, until, indtil; when (with past tense) da, (with present or future) near; where, hvor; while, medens.

Interjections. Ah, alas, ak; indeed, ih, jasaa, virkelig; not at all, far from it, don't mention it, langt ifra, ingen Aarsag; of course, certainly, kors, bevars; pardon, om Forladelse; please, vær saa good, vær saa artig; thanks, Tak (many, manye); true, det

er sandt; what a pity, det er Synd!

#### II. Language of Sweden.

The remarks already made on the origin of the Danish language and on the peculiarities of its pronunciation apply almost equally to the Swedish language. The latter, however, is derived much more purely and directly from the original Gothic tongue, and is therefore much more interesting to philologists.

Articles. The INDEFINITE ARTICLE is (m. and f.) en, (n.) ett; as en karl. a man; ett barn, a child.

The DEFINITE ARTICLE is (m. or f.) en (or n after a vowel), and (n.) et or ett, affixed to the substantive; as konungen, the king; flickan, the girl. Preceding an adjective, the definite article is (m. or f.) den, (n.) det, (pl.) de; but the substantive which follows still retains its affix; as den gode konungen, det lilla barnet (the little child), de sköna flickorna (the pretty girls).

Substantives. The genitive, both singular and plural, usually

ends in s; as barnets moder, konungens godhed, presternas böckar

(the priests' books).

The plural is formed by adding or, ar, er, or n; but it is sometimes the same as the singular, especially in the case of neuter substantives; as krona, kronor; gosse (boy), gossar; lind (limetree), lindar; prest, prester; knä (knee), knän; hus (house), pl. hus. Among the irregular plurals the commonest are man, män; öga (eye), ögon; öra (car), öron; bok (book), böckar; fot (foot), fötter; nat (night), nätter; gås (goose), gäss.

Adjectives. After the indefinite article the adjective undergoes no change, except in the neuter gender, in which case t is added; as en ung man, en skön flicka, ett artigt barn (a good child). The neuter of liten (little) is litet, of mycken (much) mycket.

After the definite article the adjective takes the affix e or a in the masculine, and a in the feminine or neuter; as den gode mannen, den sköna flicka, det artiga barnet. When following the definite article liten becomes lilla (pl. små). For all genders the plural is de goda, de sköna, de artiga, de små.

The Comparative and Superlative are formed by adding are and ast to the positive; as rolig (quiet), roligare, roligast; ringa (small, insignificant), ringare, ringast. Irregular are: god (good). bättre, bäst; dålig (bad), sämre, sämst, or värre, värst; låg (low), lägre, lägst; lång (long), längre, längst; liten (small), mindre, minst; små (small, pl.), smärre; få (few), färre; mycken (much), mer, mest; många (many), flere, de fleste; stor (large), större, störst; gammal (old), äldre, älst; ung (young), yngre, yngst; tung (heavy), tyngre, tyngst.

Numerals. The Cardinal Numbers are: en or ett, två, tre, fyra, fem, sex, sju, åtta, nio, tio, elfva, tolf, tretton, fjorton, femton, sexton, sjutton, aderton, nitton, tjugu (20); tjugu en, etc.; tretti, fyratio (pron. förti), femtio, sextio, sjuttio, åttatio (åttio),

nittio, hundra, tusen, en million.

The Ordinal Numbers are: den förste, den, det första; den andre, den, det andra (en annan, ett annat); tredje, fjerde, femte, sjette, sjunde, åttonde, nionde, tionde, elfte, tolfte, trettonde, fjortonde etc.; tjugonde (20th), tjugu förste etc.; trettionde, fyrtionde etc.; hundrade, tusende.

Fractions. En half (1/2, adj.; the subst. is en hälft), half-

annan (11/2); en tredjedel (1/3 rd), en fjerdedel (1/4 th), etc.

Pronouns. Personal. Nom. sing. jag (I), du (thou), han (he), hon (she), det (it); nom. pl. vi, i, de. Acc. sing. mig, dig, honom, henne, det; acc. pl. oss, eder, dem. Gen. sing. hans, hennes, dets; gen. pl. deras (their). Refl. acc. sig (himself, herself, itself, themselves). Hvarandra (one another).

Du is used in addressing near relatives and intimate friends. Ni, corresponding with the Danish De (you), with the plural number, is used in addressing strangers; but it is more polite to

use the awkward periphrasis herrn er, har, etc., frun er, fröken er, or better still the person's title, if known, as vill herr öfversten vara så god (will the colonel be so kind)?

Mig, dig, sig are pronounced mei, dei, sei (almost like the

French pays). De is often pronounced dee, and det day.

Possessive. Min (my), mitt, pl. mina; din (thy), ditt, pl. dina; hans (his), hennes (her), dets (its); sin (his, her, its, their; refl. only), sitt, sina; vår (our), vårt, våra; eder (your), edert, edra (er, ert, era).

DEMONSTRATIVE. Denne, denna (this), detta, pl. desse, dessa; den, det her (this here), pl. de her; den, det der (that there), pl de der; den, det, de samme (the same).

RELATIVE. Som (who, whom, which), nom. and acc. only; hvilken, hvilket (who, whom, which), pl. hvilka; hvad (what).

INTERROGATIVE. Hvem (who), hvems (whose), hvad (what),

hvilk-en, -et, -a (which).

INDEFINITE. Man (one), sjelf (self), någon (some, somebody), något (some, something), några (pl., some); ingen (no, nobody), intet (no, nothing), inga (pl., no); mången (many a one), många (many); all, allt (all); hvar, hvart (each, every), hvar och (pron. ok) en (one and all); hel, helt (whole), hele (pl., whole).

Verbs. Auxiliary. Att hafva (to have). Pres. indic. jag, du, han, hon, det, Ni har; vi ha (or havfa); i han (hafven), de ha (hafva). Imperf. jag, etc., hade; vi hade; i haden; de hade. Fut. jag, etc., skall hafva; i skolen hafva; de skola hafva. Condit. jag, etc., skulle hafva; vi skulle hafva; i skullen hafva; de skulle hafva, Imper. haf (ha), pl. hafven. Partic. hafvande, haft.

Att vara (to be). Pres. indic. jag, etc., är; vi äro, i ären, de äro. Imperf. jag, etc., var; vi voro, i voren, de voro. Perf. jag, etc., har varit. Imperf. jag hade varit. Fut. jag skall vara. Cond. jag skulle vara. Imper. var, varen. Partic. varande, varit.

Att skola (to be obliged, to be about to); pres. skall, skola;

imperf. skulle; partic. skolande, skullet.

Att vilja (to be willing, to be about to); pres. vill, vilja; imperf. ville; partic. viljande, velat.

Att kunna (to be able); pres. kann, pl. kunna; imperf. kunde; partic. kunnat.

Att må (to be obliged); pres. må; imperf. måste.

Att töra (may, to be allowed); pres. tör; imperf. torde.

Att böra (to be bound, obliged); pres. bör (ought); imperf. borde (ought).

The Conjugations are either weak or strong, regular or irregular. The following three verbs are weak and regular:

Infinitive. Att älska (to love), böje (bend), bo (live).

Pres. indic. Jag, du, han älskar, böjer, bor; vi, de älska, böja, bo; i älsken, böjen, bon.

Imperf. Jag, du, han, vi, de älskade, böjde, bodde; i älskaden,

böjden, bodden. 1 erf. Jag har älskat, böjt, bott. Fut. Jag skall älska, böje, bo. Imper. Älska, böj, bo; älsken, böjen, bon. Partic. Älskande, böjende, boende; älskat, böjt, bott.

Most of the Swedish verbs are conjugated like  $\ddot{a}tska$ . Those whose roots end in k, p, s, or t form the imperfect by adding te, and the participle by adding t; as  $k\ddot{o}pe$ ,  $k\ddot{o}pte$ ,  $k\ddot{o}pt$ .

The passive is formed by adding s: jag älskus (I am loved), älskudes (was loved), har älskuts (have been loved), älskundes (being loved). The passive may also be formed with the auxiliary hlifva (to be, become): jag blir älskud (I am loved), blef älskud (was loved).

The following **List of Verbs** in frequent use includes a number of regular, strong, and irregular verbs. The present indicative, which is generally formed from the infinitive by adding r, the imperfect, the perfect participle used with hafra, and the perfect participle used with rara are given in each case. When the participle ends in n, the neuter usually changes the n to t, and the plural ends in ne or na.

Arrive, ankommer, ankom (pl. ankommo), ankommit, ankommen; or inträffar, inträffade, inträffat. Ascend, stiger (upp), steg (stego), stegit, stegen. Ask, frågar, frågade, frågat. Awake (trans.), räckar, räckade, räckat.

Become, blir (vi llifra, inf. blifva), blef, blifvit, bleren. Beg, ber (vi bedje or be, inf. bedja), bad (vi bådo), bedt, bedd. Bind, binder, band (vi bundo), bundit, bunden. Blow, blåser, blåste, blust. Boil, kokar, kokte, kokt. Break, brytar, brytade, brytat. Bring, bringer, bragte, bragt (bringat). Buy, köpa, köpte, köpt.

Call, shout, ropu, ropte, ropt; see also to name'. Carry, bär (inf. bära), bar (buro), burit, buren. Change, bytar, bytade, bytat: change (money), rextar, vextade, rextat; change (alter), förändrar, förändrade, förändrat. Come, kommer, kom (kommo), kommit, kommen. Count, täljar, täljade, täljt. Cost, kostar, kostade, kostat. Cut, skär (inf. skära), skar (skuro), skurit, skuren.

Demand (ask a price etc.), fordrar, fordrade, fordrat. Depart, afresar, afreste, afrest; or går bort, resar bort. Descend, stiger ned (see 'ascend'). Dismount, stiger ned, stiger af (hesten), sitter af (see 'sit'). Do, gör (inf. göra), gjorde, gjordt, gjord. Drink, dricker, drack (drucko), druckit, drucken. Drive (a carriage), körer, körte, kört. Dry, torkar, torkade, torkat.

Eat, spiser, spiste, spist, or üter, åt (åto), ütit, üten.

Fear, fruktar, fruktade, fruktat. Find, finner, fann, funnit, funnen. Fish, fiskar, fiskte, fisket. Follow, följer, följte, följt. Forget, glömmar, glömte, glömt. Freeze, fryser, frös (fröse), frusit, frusen.

Get, får, fick (fingo), fått; get up, down. in, stiger upp, ned, in; get on, kommer fram. Give, ger (gifrer; inf. ge, gifra), gaf (gafro), gifrit, gifren. Go, går, gick (gingo), gått, gangen.

Help, hjelper, halp (hulpa), hulpit, hulpan Hire, hyrar, hyrade,

hyrat. Hold, halter, höll (höllo), hallit, halten. Hope, hoppus (a 'deponent' verb, used in the passive form only), hoppudes, hopputs.

Keep, behåller, behöll (behöllo), behållit, behallen. Knock (at a door), klappar, klappade, klappat. Know (a fact), vet (inf. veta), visste, vetat. Know (a person, a thing), känner, kännte, kännt.

Lay, put, lägger, lagde, lagt, lagd; lay hold of, tager fatt på (see 'take'). Learn, lärar (mig), lärte, lärt, lärd. Leave, lemnar, lemnade, lemnat; leave behind, lemna grar. Let, låter, lät (läto), lätit; let go (get rid of), släppar, släppade, släppat. Lie, liggar, låg (lågo), legat. Light, tändar, landte, tändt. Like, tyckar (om), tyckte, tyckt. Lose, förlorar, förlorade, förlorat.

Make, see 'do'. Mean, menar, mente, ment. Mend, sätter i stand (see 'set'), or repurerar, repurerade, repurerat. Mistake, make a mistake, misstagar mig, see 'take'. Mount, stige, steg

(stego), stigit, stegen; (on horseback) sitte upp, see 'sit'.

Name, call, kallar, kallade, kallat; to be named (to signify), heter, hette, hetat. — Open, öppnar, öppnade, öppnat. Order, beställar, beställte, beställt.

Pay, betalar, betalade, betalat. Pronounce, uttalar, uttalade, uttalat. Put, sätter, satte, satt; see also 'lay'; put to (horses), spänna för, spännte, spännt.

Rain, (det) regnar, regnade, regnat. Read, tüser, tüste (or tas, no pl.), tüst, tüsen. Reckon, räknar, räknade, räknat. Require, behöfrar, behöfvade, behöfvat. Rest, kvitar, kvitade, kvitat. Return (intr.), vändar (om), vändte, rändt; or resar (reste, rest) tilbaka. Ride, rider, red (redo), ridit, riden. Roast, stekar, stekte, stekt. Row, ror, rodde, rott. Run. löpar, lopp (lupo), lupit.

Say, sägar, sagte, sagt, sagd. See, ser, såg (sågo), sett, sedd. Seek, sökar, sökte, sökt. Sell, säljar, säljade, sälgt. Send, sändar, sändte, sändt; or skickar, skickte, skickt. Set, sätter, satte, satt. Shoot, skjutar, skjutade, skjutit. Shut, stängar, stängte, stängt. Sit, silter, satt (sutto), suttit (sutit). Sleep, sofrer, sof (sofre), sofrit. Smoke (intr.) ryka, rök, rukit; (trans.) röka, rökte, rökt. Snow, (det) snör (inf. snöa), snöte, snöt. Speak, talar, talte, talt. Stand, står, stod, stått. Start, afgår, afgick (afgingo), afgått, afgången. Stop (intrans.), stårstilla (see 'stand').

Take, tager (or tar), tog (togo), tagit, tagen; take care of, har (hafra) omsorg om. Think, tänkar, tänkte, tänkt. Travel, resar, reste, rest. Try, försöker, försökte, försökt.

Understand, förstår (like 'stand'). Use, brukar, brukte, brukt. Wait, väntar, räntade, väntat. Wash, tvättar, tvättade, trättat. Wish, önskar, önskade, önskat. Write, skrifrer, skref (skrefre), skrifvit, skrifren.

Adverbs. The neuter forms of adjectives are used as adverbs; mannen är ärlig (the man is honest), mannen handlar ärligt (the man deals honestly). Such adverbs are compared like adjectives. A few are compared irregularly. Godt or väl (well) has bättre,

häst; datigt or illa (ill), värre, värst or sänre, sämst; gerna or gärna (willingly), hällre (rather), hälst (most willingly, especially).

PLACE. About, omkring; above, of vanpå; after, efter; around, (rundt) omkring; at home, hemma (indicating rest, like several other adverbs ending in a, while without the a they indicate motion); away, bort, borta; back, tillbaka; below, nere; down, ned; far, långt borta, fjärran; here, här; home, hem; in, in, inne; near, när; nowhere, ingenstädes; out, ut, ute; past, förbi; there, der; thither, dit; up, up, uppe; where, hvar; within, inne.

Time. About, omkring; afterwards, sedan; again, igen, åter; always, alltid; already, redan; before, förut; early, tidigt, bittida; last year, ifjor; late, sēnt; long, länge; nearly, nästan; never, aldrig; now, nu; often, ofta; once, en gång; sometimes, stundom; soon, snart; still, ännu; the day after to-morrow, iöfvermorgon; the day before yesterday, förgår; then, då, på den tid; this evening, i afton; this morning, i morse; to-day, i dag; to-morrow, i morgon; twice, två gångar; when (interrog.) när; yesterday, igår.

MANNER, DEGREE, etc. A little, något; also, ochså; also not, häller icke; altogether, alltsammans; broken (in two), i sär; down, downhill, nedåt, nedåt backen; how, huru; little, lidet; much, mycket; no, nej; not, icke; not at all, slätt icke; of course, naturligtvis; only, blott, endast; particularly, synnerligen; partly, dels; perhaps, kanske; possibly, mögligen; probably, sannolikt; quickly, fort, hurtigt; so, thus, således; softly (gently, slowly), sakta; straight on, rakt fram; together, ihop, tillsammans; too, för; too much, för mycket; up, uphill, uppåt, uppåt backen; very, mycket; why, hvarför; yes, ja, jo (the latter in answer to a question in the negative or expressing doubt).

Prepositions. About, om; above, öfver; after, efter; at, på, vid; at (of time), om; behind, bak; between, mellan; by, at the house of, hos; by, near, vid, nära; by, past, förbi; during, om, under; for, before, för; from, från; in, i; instead of, i stället för; near, nära, vid; of, from, af; on, på; over, öfver; past, förbi; round, rundt om; since, sedan; through, genom; till, till, intill; to, till; towards, emot; under, under; upon, på; with, med.

Conjunctions. After, sedan; although, churu; and, och; as,  $d\hat{a}$ ; as—as,  $s\hat{a}$ —som; because, emedan; before, för; but, men; either—or, antingen—eller; for, thi; if, om; in order that, för att; or, eller; since (causal), emedan; since (of time), sedan; so,  $s\hat{a}$ ; than,  $\ddot{a}n$ ; that, att; till, until, tills; when (with past tense),  $d\hat{a}$ ; when (with present or future),  $n\ddot{a}r$ ; where, hvar; while, medan.

Interjections. Ah, alas, ack; indeed, ja så, verkligen; of course, naturligtvis, ja visst, bevars; pardon, ursäkt; please, var så god; thanks, (jag) tackar, tackar ödmjukast ('most humbly'); true, det är sandt; what a pity, det är synd!

### Vocabulary.

Norwegian.	English.	Swedish.
	About.	Omkring; om.
(prep.).		· ····································
Ovenpaa (adv.); over	Above.	Ofvanpå; öfver.
(prep.).		, , ,
Ledsage (p. 6).	Accompany.	Beledsaga.
Vant til.	Accustomed to.	Van till.
Fordel $(-en)$ .	Advantage.	Fördel (m.).
Efter (adv.); efterat	After.	Efter; sedan.
(conj.).		
Eftermiddag(-en).	Afternoon.	Eftermiddag $(m.)$ .
Siden efter.	Afterwards.	Sedan.
Atter, igjen.	Again.	Igen, åter.
Behage lig.	Agreeable.	Angenäm, behaglig.
Ak.	Ah, alas.	Ack.
Stige ned (p. 6).	Alight.	Stiga ned (p. 12).
Noget.	A little.	Nagot.
Ogsaa ; heller ikke.	Also; also not.	Ochså; häller icke.
Allerede.	Already.	Redan.
Skjen $dt$ .	Although.	Ehuru.
I Alt, i det hele tagit,	Altogether.	All ts ammans.
alt sammen.		
Altid.	Always.	Alltid.
Blandt.	Among.	Ibland.
Morsom.	Amusing.	Rolig.
Og.	And.	Och.
K jedelig.	Annoying.	Förtretlig.
Svar (-et, pl. Svar).	Answer.	Svar (n.).
Arm(-en, -e).	Arm.	Arm (m.).
Omkring.	Around.	Omkring.
Ankomme (p. 6).	Arrive.	Ankomma (p. 12).
Da; $saa - som$ .	As; as — as.	$D\mathring{a}$ ; $s\mathring{a} = som$ .
Stige (p. 6).	Ascend, mount.	Stiga (p. 12).
I Land, paa Landet.	Ashore (go), — (be).	I land; på landet.
Spørge (p. 6).	Ask.	Fråga (p. 12). På, vid ; om.
I, paa, ved; (of time)	At.	ra, via; om.
om.	At home	Hemma (p. 14)
Hjemme $(p. 8)$ .	At home.	Väcka (p. 12).
Vække (p. 6).	Awake, to (trans.). Away.	Bort, borta.
Bort, borte.	Axle.	Axel (m.).
Axel (-en, Axler). Tilbage.	Back.	Tillbacka.
Daarlig, ond.	Bad.	Dålig.
Sæk (-ken, -ke).	Bag.	Säck, påse (m.).
Banksed-el(-eln,-ler).		Bankseddel (m.).
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Norwegian.	English.	Swedish.
Barometer (-ret, -re).	Barometer.	Barometer (m.).
Bolle (-n, -r), Vand-		Fat, bäcken (n.).
tud (-et, pl. id.).		, , ,
Kurv(-en, -e).	Basket.	Korg (m.).
Bad (-ct, $Bad$ ).	Bath,	Bad (n.).
Vakker, deilig.	Beautiful.	Vacker, skön.
Fordi.	Because.	Emedan.
Blive $(p, 7)$ .	Become.	Blifva (p. 42).
Seng $(-en, -e)$ .	Bed.	Säng (m.).
Oxekjød $(-et)$ ; $bifstek$ .	Beef; beefsteak.	Qekött.
Hl (-let).	Beer.	$\ddot{O}t$ (n.).
Fsr(adv.); for(prep.).	Before.	Forut : for.
Bide (p. 7).	Beg.	Bedja (p. 12)
Bag.	Behind,	Bak.
Troe (p. $\tilde{\iota}$ ).	Believe.	Tro, mena.
Nedenunder.	Below.	Nere.
$K \sigma i e (-n, -r).$	Berth.	<i>Κοj</i> (m, ).
Mettem.	Between	Mettan.
Blaabær (-ct. pl. id.).		Blahär (n.).
Regning (-vn, -vr).	Bill, account	Räkning (m.).
$Binde(\mathbf{p}, \tilde{\iota}).$	Bind.	Binda (p. 12).
Svart.	Black.	Scart.
Urhans $(-en, -er)$ .	Blackcock,	Tjäder (m.).
Sengtappe (-et, -er).	Blanket.	Sängtäcke (n.)
Blase (p. 1).	Blow.	Blåsa (p. 12).
Blaa.	Blue.	Bla.
Kost $(-en)$ ; emberd	Board (tood); on board.	Kost (m.); ombord.
Band $(-, n, -e)$ .	Boat.	Bat (m.).
Myr(-en).	Bog.	Gyttja(t.), sump(m.).
$Kog\varepsilon$ (p. 7).	Boil.	Koka (p. 12).
Bog (-en, Bog r).	Book.	$B \circ k$ (m.).
Størter.	Boots.	Stöflar.
$Flask^{2}(-n, -r)$ .	Bottle.	Butelj (m.).
Gut (-ten, -ter).	Boy.	Gosse (m.).
Brandevīn (-en), Cog- nac.	Brandy.	Bränvin (m.).
Brød (-et); Smørre- brød,		Bröd ; smörgas.
Brakke, stage itu	butter. Break.	Bryta (p. 12)
(p. 7). Frukost (-en).	Breakfast,	Frokost (m.).
Bro (-cn, -cr).	Bridge.	Bro (f.).
	Bridle; bridle-path.	Töm (m.); ride-väg.
Bringe (p. 7).	Bring.	Bringa (p. 12).

Norwegian.	English.	Swedish.
Itu.	Broken (in two).	Isär.
Bak (-ken, -ke).	Brook.	Bäck (m.).
Broder, Bror (-en, Brøder).	Brother.	Broder (m.).
Børste (-en, -er).	Brush.	Borste (m.).
Men.	But.	Men.
Smør (-et).	Butter.	Smör (n.).
Көре (р. 7).	Buy.	Köpa (p. 12).
Ved (near); forbi (past.); hos (at the house of).	By.	Ved, nära; förbi; hos.
Raabe (p. 7).	Call, shout.	Ropa (p. 12).
Lys (-et).	Candle.	Ljus (n.; $l.$ mute).
Hue $(-en, -er)$ .	Cap.	Hufva (f.)
Tiur (-en, -er).	Capercailzie.	Tjäder (m.).
Agt (-en); tag Dem i	Care: take care.	Akt (m.); taga sig i
Agt.		akt.
Agtsom.	Careful.	Aktsam, sorgfällig.
$Vogn\ (-en, -e).$	Carriage.	Vagn (m.).
Kariol(-en, -er).	Carriole.	Karriol (m.).
Bære (p. 7).	Carry.	Bära (p. 12).
Kjærre (-n, -er); Stolkjærre.	Cart; cart with seats.	
Bestemt.	Certain, decided.	Bestämd.
Stol(-en, -e).	Chair.	Stol (m.).
Skifte, (money) vexle (p. 7).		Bysta, förändra; vexta (p. 12).
Smaapenge.	Change, small money.	
Pris (-en, -er).	Charge.	Pris (n.).
Billig.	Cheap.	Billig.
Ost (-en); Gammelost.	Cheese; sweet goats' milk cheese.	
Kirsebær(-et; pl. id.).	Cherry.	Kersbär (n.).
Kylling (-en, -er).	Chicken.	Kyckling (m.).
Barn (-et, Børn).	Child.	Barn (n.).
$Cigar\ (-ren,\ -rer).$	Cigar.	Cigarr (m.).
Klasse (-n, -r); første, anden Klassens Bil- jet.	Class; first, second class ticket.	Klass (m.); en biljett första, andra klass.
Ren.	Clean.	Ren.
Klar.	Clear.	Klar,
Klæder.	Clothes.	Kläder.
Multebær (-et, pl.id.).	Cloudbarry	
	Coat.	Hjortron (n.).
Kiole (-n, -r).	Cod.	Rock (m.). Kabiljo (m.).
Torsk (-en, -e).	Coffee.	Kaffe (n.).
Kaffee $(-n)$ .	Conec.	rulle (II.).

Norwegian.	English.	Swedish.
Kold; jeg fryrer.	Cold; I am cold.	Kall; jag fryser.
Komme (p. 7).	Come.	Komma (p. 12).
Behagelig.	Comfortable.	behaglig.
Sædvanlig, alminde-	Common, usual.	Allmän, vanlig.
		,
lig. $Selskab$ (-et, -er).	Company.	Sällskap (n.).
Talle (p. 7)	Count, to.	Tälja (p. 12).
Tælle (p. 7).	Country.	Land (n.).
Land (-et, -e).	Cost, to.	Kosta (p. 12).
Koste (p. 7).	Cow.	Ko (f.).
Ko (-en, Køer).	Cream.	Grädde (m.).
Fløde $(n)$ .	4.	Spricka (f.).
Sprække (-n, -r).	Crevasse.	Kop (m.).
Kop (-pen, -pe).	Cup. Currant (red, black).	Korinter (pl.), Vin-
	Cultant (lea, black).	bær (n.).
(røde, svarte).	Cart	Skära (p. 12).
Skjære (p. 7).	Cut.	Daglig.
Daglig.	Daily.	Fara (f.); farlig.
Fare (-n, -er); farlig.	Danger; dangerous.	Mörk, dunkel; mörker
Mørk; Mørkhed.	Dark; darkness.	(n)
	D14	(n.).
Datter (-en, Døtre).	Daughter.	Dotter (f.).
Dag (-en, -e).	Day.	Dag (m.).
Kjær (beloved); dyr	Dear.	$K\ddot{a}r$ ; $dyr$ .
(dear in price).		The second of
Dyb.	Deep.	$Djup\ (d \text{ mute}).$
Forlange (p. 7).	Demand, ask (a price etc.).	rorara (p. 12).
Stice med (n. 7)	Descend.	Stiga ned (p. 12).
Stige ned (p. 7).	Different.	Åtskillig.
Forskjellig.	Difficult.	Svår.
Vanskelig.		Middag, middags-
Middagsmad (-en, -e),	Dinner.	måltid (m.).
Middag.	Dirty	Smutsig.
Smudsig.	Dirty.	Stiga ned (p. 12).
Stige af (p. 7).	Dismount.	Afstånd (n.).
Afstand (-en).	Distance.	Göra (p. 12).
Gjøre (p. 7).	Do, to. Doctor.	Läkare (m.).
Lage(-n, -r).		Hund (m.)
Hund $(-en, -e)$ .	Dog.	
Der(-en, -e).	Door.	Dörr (f.). Dubbel.
Dobbelt.	Down downhill	Ned.
Ned, $nede$ ; $nedad$ $(Bakken)$ .	Down; downhill.	ATCW.
Klæde (-t, -r).	Dress.	Kläde (n.).
Drikke (p. 7).	Drink, to.	Dricka (p. 12)
Kjøre (p. 7).	Drive (a carriage).	Köra (p. 12).
Kudsk (-en, -e).	Driver.	Kusk (m.).
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Norwegian.	English.	Swedish.
Tor.	Dry (adj.).	Torr.
Torre (p. 7).	Dry, to.	Torka (p. 12).
Om, under.	During.	Om, under.
Stov $(-en, or -et)$ .	Dust.	Stoft (n.).
Tidlig (adj.); tidligt, betids (adv.).	Early.	Tidig (adj.); tidigt, _ bittida (adv.).
Østlig, østre.	Eastern.	Östlig, öster ut.
Let.	Easy.	Lätt.
Spise, æde (p. 7).	Eat, to.	Spisa (p. 12); äta (p. 12).
Aeg(-get, Aeg); blødt- kogte, haard kogte, Speilægg.	poached eggs.	Ägg (n.); lös-kokta, hård-kokta, stektu ägg.
Enten — eller.	Either — or.	Antingen — eller.
Elsdyr $(-et, Elsdyr)$ .	Elk.	<i>Elg</i> (m.).
Engelsk; Engelsk- mand (-en,-mænd).		Engelsk; Engelsman (m.).
Nok.	Enough.	Nog.
Couvert (-en, -er).	Envelope.	Kuvert (m.).
Omegn (-en).	Environs.	Omliggande trakt(m.).
Aften (-nen, -ne); Kvæld (-en, -e).		Afton (m.).
Overalt.	Everywhere.	Öfverallt.
Langt; bevars; langt hervra.	Far; far from it; far from here.	Långt borta, fjärran.
Betaling (-en, -er),	Fare (railway, etc.); reduction of fare.	Betalning (f.), pris (n.).
Kost (-en), Spise (-n, -r).	Fare (food).	<i>Spis</i> (m.).
Gaard (-en, -e).	Farm-house,	Gård (m.).
Hurtig.	Fast.	Hurtig.
Fader, Far (-en, Fædre).	Father.	Fader (m.).
Besvær (-et).	Fatigue.	Möda(f.), besvär(n.).
Tr x t.	Fatigued.	Trött.
Trygte (p. 7).	Fear, to.	Frukta (p. 12).
Drikkepenge (-n, pl. id.).	Fee, gratuity.	Drickspenningar(pl.).
Færgé (-n, -r); Sund (-et, pl. id.).	Ferry.	Färja (f.).
Faa.	Few.	$F\mathring{a}$ .
Mark (-en, -er).	Field.	Fält (n.).
	Find, to.	Finna (p. 12).
Ild $(-en)$ .	Fire.	<i>Eld</i> (m.).
Fast.	Firm.	Fast.

Norwegian.	English.	Swedish.
Fiske.	Fish, to.	Fiska.
	Fish; fishing - hook;	Fisk (m.).
krog (-en,-e); Fiske-	fishing-line; fishing-	• •
snøre(-n,-r); Fiske-		
stange (-stænger).		
Flad.	Flat.	Jämn.
Flynder (-ren, -re).	Flounder.	Flundra (f.).
	Flower.	Blomma (f.).
Flue $(-n, -r)$ .	Fly.	Fluga (f.).
Taage $(-n)$ .	Fog.	Dimma (f.).
	Follow, to.	Följa (p. 12).
Fod (-en, Fødder); til Fods.	Foot; on foot.	Fot (pl. fötter); till fots.
Thi; (in front of) for.	For.	Thi; för.
	Forget.	Glömma (p. 12).
Gaf-fel (-len, -ler).	Fork.	Gaffel (m.).
	Freeze.	Frysa (p. 12).
Frisk, fersk.	Fresh.	Frisk, färsk.
Ven (-nen, -ner).	Friend.	$V\ddot{a}n$ (m.))
Frugt (-en, -er); Rød-	Fruit; fruit-jelly.	Frukt (m.).
grød (-et).	·	
Fuld, fuld standig.	Full, complete.	Full.
Fra.	From.	Från.
Vildt; $L\bar{e}g$ (-en, -e).		Vildbråd (n.).
Grind (-en, -ar), Port	Gate.	Port (m.).
(en, -e).	<b>a</b>	n. ( )
Flor (-et).	Gauze.	Flor (n.).
Herre $(-n, -r)$ .	Gentleman.	Herre (m.).
raa; suge nea; suge	Get; get down; get	ra; suga nea, in,
komme frem.	in; get up; get on.	арр; котта үчит.
Pige, Jente (-n, -r).	Girl.	Flicka (f.).
Give (p. 7).	Give.	Gifva (p. 12).
Bræ (-en, -er), Jøkel (-len, -ler).	Glacier.	Isberg (n.).
Glad; det glæder mig.	Glad: I am glad.	Glad, förnöjd.
Glas (-et, Glas).	Glass.	Glas (n.).
Handsker.	Gloves.	Handskar (pl.).
Gaa (p. 7).	Go, to.	Gå (p. 12).
$G\bar{o}d$ .	Good.	God.
Græs (-et).	Grass.	Gräs (n.).
Sik (-en, -e).	Grayling.	Harr (m.).
Smørelse $(-n)$ .	Grease.	Smörja (f.).
Grøn.	Green.	Grön.
Gevær (-et -er); Krudt	Gun; gunpowder.	Gevär (n.); krut (n.).
(-et).		

Norwegian.	ENGLISH.	Swedish.
	Hair.	<i>Hår</i> (n.).
III. ( -cv, -c).	Ham.	Skinka (f.).
Ciberole ( 103 - 7		Hand (f.; händer).
Haand (-en, Hander).	nanu. Handkarahiaf	Näsduk (m.).
·-	Handkerchief.	2,0000000 (= -)
-r).	Hano	Hare (m.).
Hare $(-n, -r)$ .	Hare.	Seldon (n.).
Seletoi (-et).	Harness.	Hatt (m.).
Hat (-ten, -te).	Hat.	Haj (m.).
$H_{\theta}$ (-et).	Hay.	Hjerpe (m.).
Hjerpe $(-n, -r)$ .	Hazel-hen.	Hufvud (n.).
Hoved $(-et, -er)$ .	Head.	
Tung.	Heavy (rough, steep,	I wity.
	hilly).	Hjelpa (p. 12).
Hjalpe (p. 7).	Help.	Här.
Her.	Here.	Sill (f.).
Sild (-en; Sild).	Herring.	Höi.
Høi.	High.	Backe (m.).
Bakke $(-n, -r)$ ; bakket.	Hill; nilly.	Hyra (p. 12).
$Hyre(\mathbf{p}, \mathcal{A})$ .	Hire.	Hålla (p. 13).
Holde (p. 7).	Hold.	Hem.
$m{H}$ je $m{m}$ .	Home.	Ärlig.
Arlig.	Honest.	Krok (m.).
Krog(-en, -e).	Hook.	Hoppas (p. 13).
Haabe (p. 7).	Hope, to.	Häst (m.).
Hest $(-en, -e)$ .	Horse.	Het, varm.
$Har{e}d,\ varm.$	Hot.	Timma (f.).
Time $(-n, -r)$ .	Hour.	Hus (n.).
Hus (-et, Hus).	House.	Huru.
Hvorledes.	How.	Hungrig.
Sulten.	Hungry.	Man (m.; män).
Mand (-en, Mand).	Husband.	Is $(m.)$ .
Is (-en); Isoxe (-r	a, Ice; ice-axe.	18 (m.).
-r).		· Om.
Om, dersom, hvis.	If.	Sjuk.
Ilde (adj. sjuk).'	Ill.	Genast.
Strax.	Immediately.	I; in, inne (adv.).
I; (adv.) ind, inde.	In.	För att.
For at.	In order that.	Ja så; verkligen.
Ih; ja saa; virkelig	. Indeed.	Bläck (n.).
Blak (-ket).	ink.	Gästgifvaregård,
Station (-en, -en	·), Inn.	värdshus (n.).
Gjæstgiveri (-et,-e	er)	varuonuo (11.).
Hotel (-let, -ler).		Värd (m)
Vert $(-en, -er)$ .	Innkeeper.	Värd (m.). I stället för.
Istedenfor.	Instead of.	
Tolk $(-en, -e)$ .	Interpreter.	Tolk (m.).

Norwegian.	English.	Swedish.
Jern.	Iron.	Jern.
((-er), Holm(-en, -e))	; Island; rocky island	; Ö (f.); skär(n.); skär-
Skjær (-et, Skjær)	; belt of islands (out	- gård (utomskärs,
Skjærgaard (uden-	- side, inside th	e inomskärs).
skjærs, indenskjærs).	. belt).	
Reise $(-n, -r)$ .	Journey.	Resa (f.).
$Krukke\ (-n,\ -r).$	Jug.	Kruka (f.).
Juli (-en).	July.	Juli (m.).
Springe (p. 7).	Jum <b>p.</b>	Springa.
Juni (-en).	June.	<i>Juni</i> (m.).
Beholde (p. 7).	Keep, to.	Behålla (p. 13).
Kjed-el $(-len, -ler)$ .	Kettle.	Kittel (m.).
God, venlig.	Kind.	$God,\ v\ddot{a}nlig.$
Konge $(-n, -r)$ .	King.	Konung (m.).
Kniv(-en, -e).	Knife.	Knif (m.).
Banke (p. 7).	Knock.	Klappa (p. 13).
Vide (a fact); kjende	Know.	Veta; känna (p. 13).
(a person) (p. 7).		
Dame (-n, -r); Frøken	Lady; Joung lady.	$Dama(f.); fr\"{o}ken(f.).$
(-en, -er).	Tala	a
$S\emptyset$ (-en, -er); Vand (-et, -e).	тяке.	Sjö (m.).
Land(-et, -e).	Land.	7 7 ( )
Sprog (-et, Sprog).		Land (n.).
Stor.	Language.	Språk (n.).
Sidst; ifjor.	Large. Last; last year.	Stor.
Sēnt.	Late.	Sista; if jor.
Lægge (p. 7).	Lay, put.	Sent.
Lære (p. 7).	Learn.	Lägga (p. 13).
Mindst; idetmindste.	Least: at least	Lära (p. 13).
Forlade; efterlade.	Leave: leave behind	Minsta; i det minsta. Lemna; lemna gvar
, ,	, reare bening.	(p. 13).
Igjen, tilovers.	Left (remaining over).	Igen gram
	Left (hand).	Venstra.
Ben $(-et, -e)$ .	Leg.	Ben (n.).
Lade (p. 7); slippe	Let; let go, let fall.	Låta (p. 13); släppa
(p. 1).	, 0, 100	(p. 13).
Brev $(-et, -e)$ .	Letter.	Bref(n.).
Flat, jævn.	Level.	Jämn.
Ligge (p. 7).	Lie.	Liggar (p.).
Tande.	Light, kindle.	Tända (p. 13).
Lys (-et, $Lys$ ).	Light (subst.).	Ljus (n.).
Let.	Light (in weight),	Lätt.
***	easy.	
Klar, lys.	Light (in colour),	Klar, ljus.
	clear, bright.	

Norwegian.	English.	Swedish.
Lige.	Like (adj.).	Lik.
	Like, to.	Tycka (om), likna.
Liden (pl. smaa; adv. lidt).		$Liten(\operatorname{pl.}sm\^a);\ lidet.$
Logi (-et; pron.lozhee), Kvartér (-et, -e).	Lodging.	Boning (f.).
_	Long.	Lå $ng$ .
$egin{aligned} Lang.\ L_{ heta s}. \end{aligned}$	Loose, slack.	$L\ddot{o}s.$
Tabe (p. 7).	Lose, to.	Förlora (p. 13).
Lav.	Low.	Låg.
Tøi (-et).	Luggage.	Bagage (n.).
1201-00):	Make, see do.	
Mand (-en, Mand).	Man.	$Man (m.; m\ddot{a}n).$
Kort, Landkort(et, -e).		Karta (f.).
Myr (-en).	Marsh.	Sump (m.), träsk (n.).
Fyrstikker.	Matches.	$T\"{a}ndstickor.$
Mening (-en, -er), Be-		Mening(f.), betydning
tydning (-en, -er).	· ·	(f.).
Kjød.	Meat.	Kött (n.).
Istandsætte, reparere,	Mend.	Sätta i stånd; re-
udbedre.		parera.
Sendebud, Forbud	Messenger.	<i>Bud</i> (n.).
(-et, pl. id.).	•	
Middag (-en).	Midday.	Middag (m.).
Midnat (-ten).	Midnight.	Midnatt (f.).
Mīl (-en, Mil or Mile).	Mile.	$Mil(\mathbf{f}.).$
Melk (-en).	Milk.	Mjölk (f.).
Tage feil (p. 7).	Mistake, make a	n Misstaga sig (p. 13).
20090 / (1	mistake.	=
Øieblik (-ket, -ke).	Moment.	Ögonblick (11.).
Penge (-n, Penge).	Money.	Penningar.
Maaned (-en, -er).	Month.	Månad (m.).
Maane(-n, -r).	Moon.	Måne (m.).
Mer (pl. flered).	More.	Mer, mera (pl. flera).
Mest (nl. fleste).	Most.	Mest, mesta(pl. flesta).
Moder, Mor (-en, Mødere).	- Mother.	Moder (f.; mödre).
Stige, sidde op (p. 7)	. Mount.	Stiga, sitta upp $(p.13)$ .
Fjeld (-et, -e).	Mountain.	Fjäll (n.).
Meget.	Much.	Mycket.
Senep (-en).	Mustard.	Senap (m.).
Faarekjød (-et).	Mutton.	Fårkött (n.).
Negl (-en, -e).	Nail.	Nagel (m.).
Navn (-et, -e).	Name.	Namn (n.).
Kalde; hedde (p. 7).	Name, call; to	be Kalla; heta (p. 13).
220000 ,	named.	

Norwegian.	English.	Swedish.
Nær, ved.	Near.	Nära, ved.
Næsten.	Nearly.	Nästan.
Synaal (-en, -e).	Needle	Synål (f.).
Nærhed (-en).	Neighbourhood.	Grannskap (n.).
Garn (-et, Garn),		Nät, garn (n.).
Net (-et, Net).		41.1
Aldrig.	Never.	Aldrig.
Avis $(-en, -er)$ .	Newspaper.	Tidingsblad (n.).
Næste.	Next.	Nästa.
Natt (-en, Nætter); om Natten.	Night; at night.	Natt (f.; nätter); om natten.
Nej.	No.	Nej.
Støi (-en), Bulder (-ret).	Noise.	Buller (n.).
Middag (-en).	Noon.	Middag (m.).
Nord (-en); nordlig,		Nord (m.).
nordre.		
Norsk.	Norwegian.	Norsk.
Ikke; slet ikke.	Not; not at all.	Icke; slätt icke.
Nu.	Now.	Nu.
Ingensteds.	Nowhere.	Ingenstädes.
Aare $(-n, -r)$ .	Oar.	Åra (f.).
Klokken; Klokken er fire, et kvarter til sex, halv syv, tre kvarter til otte.	6.30, 7.45 o'clock.	Klockan; klockan är fyra, en qvart öfver fem, half sju, tre qvart på åtta.
Af; naturligvis.	Of; of course.	Af; naturligivis, ja visst, bevars.
Kontor (-et, Kontor).	Office (counting-house).	Kontor (n.).
Embede $(-t, -r)$ .	Office (appointment).	Embete (n.).
Ofte, tidt.	Often.	Ofta.
Olie (-n.)	Oil.	Olja (f.).
Gammel.	Old.	Gammal.
Paa.	On.	$P\mathring{a}$ .
Engang.	Once.	En gång.
Kun.	Only.	Blott; endast.
Aaben.	Open (adj.)	Öppen.
Aabne (p. 7).	Open, to.	Öppna (p. 13).
Eller.	Or.	Eller.
Ligeover for.	Opposite.	Midtemot.
Bestille $(p. 7)$ .	Order, to.	Beställa (p. 13).
Over.	Over, upwards of.	Öfver.
Ud, ude.	Out.	Ut, ute.
Pandekage $(-n, -r)$ .	Pancake.	Pannkaka (f.).
Papir (-et).	Papper.	Papper (n.).

Norwegian.	English.	Swedish.
Forladelse (-n), Til-	Pardon.	Ursäkt (f.).
givelse $(-n)$ .		• •
Præstegaard (en-, -e).	Parsonage.	Prestgård (m.).
Især.	Particularly.	Synnerligen.
Dēls.	Partly.	Dels.
Agerhøne $(-n, -r)$ .	Partridge.	Rapphöns (u.).
Forbi.	Past.	Förbi.
Betale (p. 7).	Pay, to.	Betala (p. 13).
Betaling (-en, -er).	Payment.	Betaining (f.).
Bonde (-n, Bonder).	Peasant.	Bonde (m.).
Pind (-en, -e), Stift	Peg, pin.	Pinne (m.).
(-en, -er).	C/ 1	(0.)
Pen (-nen, -ne).	Pen.	Penna (f.).
Folk (-et, Folk).	People.	Folk (n.).
Peb-er (-ren).	Pepper.	Peppar (m.).
Kanske, maaske.	Perhaps.	Kanske.
Person (-en, -er).	Person.	Person (m.).
Fotografi (-en, -er).	Photograph.	Fotografi (f.).
Stykke $(-n, -r)$ .	Piece.	Stycke (n.).
Brygge, Landings-	Pier.	Bro (f.).
brugge $(-n, -r)$ .		Tota (m.)
Lods (-en, -er; pron	. Pilot.	Lots (m.).
$Lar{o}s$ ).		Nagel; spik (m.).
$Naal\ (-en,\ -e).$	Pin.	Pipa (f.).
Pibe $(-n, -r)$ .	Pipe.	Plats (m.).
Sted (-et, -er), Plad	s Place.	riais (m.).
(-en, -er).		Tallrik (m.).
Tallerken (-en, -er).	Plate.	Angenäm.
Behagelig.	Pleasant.	Var så god.
Vær saa god, vær sa	a Please.	, ar oa g
artig.	Diagram	Föröielse (f.).
Fornøielse $(-n, -r)$ .	Pleasure. Polite.	Höflig.
Hø $f$ li $g$ .	Poor.	Fattig.
Fattig.	Porter.	Bärare (m.).
Blpha rer(-en, -e).	Possible; possibly.	Möilia.
Mulig; muligvis.	te Postage; postage-	
Porto (-en); Frimærl	stamp.	(n.).
(-t, -r).		Skjutspojke (m.).
Skydsgut (-ten, -ter Skydsskaffer (-en, -e	Post-master.	Postmästare (m.).
Skydsskaffer (-en, -e	Post-office.	Postkontor (n.).
Postkontor (-et). Skydsstation (-en, -e	r. Posting-station.	Skjutsstation (f.).
pron. shoss-sta	·, - · · · · · · · · · · · · · · · · · ·	
hoon), Skifte.	-	
Potete $(-n, -r)$ , Ka	r- Potato.	Potates (pl.).
tof-fel (-len, -len	•).	
101-100 (-0010)	· -	

Norwegian.	English.	Swedish.
Pen, smuk.	Pretty.	Täck.
Pris(-en, -er).	Price.	<i>Pris</i> (n.).
Rimelig; rimeligvīs.		Sannolik.
Udtale (p. 7).	Pronounce.	Uttala (p. 13).
$Udtale\ (-n).$	Pronunciation.	Uttal (n.).
Proviant (en), Niste		Proviant (m.).
(-n).		,
Rype.	Ptarmigan.	Ripa (f.).
Sætte (p. 7); spænde	Put; put to (horses).	Sätta (p. 13); spänna
(p. /).		för (p. 13).
Hurtig; hurtigt (fort).	Quick; quickly.	Hurtig; fort, hurtigt.
Jernbane $(-n, -r)$ ;	Railway; railway-	Jernbana; bangård
Banegaard (-en,-e).	station.	(m.).
$Regn\ (-en).$	Rain.	Regn (n.).
Regne (p. 8).	Rain, to.	Regna (p. 13).
Hinbær (-et, pl. id.).		Hallon (n.).
Læse (p. 8).	Read, to.	Läsa (p. 13).
Færdig.	Ready.	Färdig.
Regne (p. 8).	Reckon, to.	Räkna (p. 13).
Rød.	Red.	$R\ddot{o}d$ .
Rensdyr(-et, pl. id.).	Reindeer.	Ren (m.).
Tøiler, Tømmer.	Reins.	Tygel (m.).
20113 00 (p. c).	nequire.	Behöfva (p. 13).
Hrile (p. 8).	Rest, to.	Hvila (p. 13).
Komme or gaa tilbage.	Return (v. 1.).	Vända; resa tilbaka
$Løn\ (-en,\ Løn).$	Reward, wages.	(p. 13).
Baand (-et).	Ribbon.	$L\ddot{o}n$ (f.).
Rig.	Rich.	Band (n.). Rik.
		Rida (n. 12)
Rigtig; De har Ret.	Ride. Right; you are right.	Ribtia Ni on Hamm
0 0 ,	gat, jou are right.	har rätt.
Høiere.	Right (hand).	Höger.
Elv(-en, -e).	River.	Elf or älf (f.).
Vei $(-en, -e)$ .	Road.	Väg (m.).
Stege.		Steka (p. 13).
Varelse(-t, -r).	Room.	Rum (n.).
Toug (-et).	Rope.	Rep (n.).
$Uja_{in}$ , (of water) $urolig$ .	Rough.	Ojämn, (of water)
n 1.	Round.	orolig.
D ( 0)	Th	Rundt om.
		Ro (p. 13).
Løbe (p. 8).	Th .	Roddare (m.).
		Löpa (p. 13). Sadel (m.).
Sikker.	Safe.	Säker.

Norwegian.	English.	Swedish.
Lax (-en, $Lax$ ).	Salmon,	Lax (m.).
Salt $(-et, -e)$ .	Salt.	Salt (n.).
Sand (-en); sandig.	Sand; sandy.	Sand (m.); sandig.
Saus (-en).	Sauce.	Sås (m.).
Sige (p. 8).	Say, to.	Säga (p. 13).
Sax (-en, -e).	Scissors.	Sax (f.).
So(-en, -er).	Sea.	Sjö (m.).
Sende (p. 8).	Send, to.	Sända (p. 13).
See (p. 8).	See, to.	Se (p. 13).
Søge (p. 8).	Seek, to.	Söka (p. 13).
Sjælden.	Seldom.	Sällan.
Sælge (p. 8).	Sell, to.	Sälja (p. 13).
	Servant; servant girl.	
Dreng $(-en, -e);$		(f.).
Pige $(-n, -r)$ , Jente		
(-n, -r).	SIL-St (-S	Tists (m.)
	Shaft (of a carriage).	
Grund.	Shallow.	Grund.
Lagen (-et, -er).	Sheet. Shirt.	Lakan (n.).
Skjorte(-n, -r). $Sko(-en, -e).$	Shoe.	Skjorta (f.). Sko (m.).
Skyde.	Shoot, to.	Skjuta (p. 13).
Jagt (-en).	Shooting (chase).	Jagt (f.).
Butik $(-en, -er)$ ;	Shop; shop-keeper.	Butik (m.); Hand-
Handler (-en, -e).	элор, элор-кесрет.	lande (m.).
Kort.	Short.	Kort.
$Hagel\ (-len).$	Shot.	Hagel, skrot (n.).
Lukke (p. 8).	Shut, to.	Stänga (p. 13).
Lukket.	Shut.	Stutet.
Sjuk.	Sick.	Sjuk.
Side $(-n, -r)$ .	Side.	Sida (f.).
Siden (of time); fordi, efterdi (causal).	Since.	Sedan; emedan.
Nip (-pet).	Sip.	Sup (m.).
Enkelt.	Single.	Enkel.
Søst-er (-ren, -re).	Sister.	Syster (f.).
Sidde.	Sit, to.	Sitta (p. 13).
Sove.	Sleep, to.	Sofva (p. 13).
Langsom.	Slow.	Långsam.
Ryge (intr.); røge (trans.).	Smoke, to.	Ryka; röka (p. 13).
Sneppe $(-n, -r)$ .	Snipe.	Snäppa (f.)
Sne(-en).	Snow.	<i>Sn</i> ö (m.).
Sne (p. 8).	Snow, to.	Snöa (p. 13).
Saa (conj.); saaledes	So.	Så; således.
(thus.).		

Norwegian.	English.	Swedish.
Sabe(-n).	Soap.	Sâpa (f.).
Sagte.	Softly (gently, slowly).	
Undertiden.	Sometimes.	Stundom.
Snart.	Soon.	Snart.
Bedrøvet; det gjør	Sorry; I am sorry.	Bedröfvad; det gör
$mig\ ond t.$	,,	mig ondt.
Suppe (-en).	Soup.	Soppa (f.)
Syd (-en); sydlig,	South; southern.	Syd (m.).
søndre.	,	~gu (m.).
Tale,	Speak. to.	Tala (p. 13).
Skee $(-n, -r)$ .	Spoon.	Sked (f.).
Vaar (-et).	Spring.	$V$ å $r(\mathbf{f},)$ .
Stald (-en, -e).	Stable.	Stall (n.).
Skifte $(-t, -r)$ .	Stage.	Skifte (n.).
, , , ,	Stamp, see postage	chief to (ii.).
	stamp.	
Staae (p. 8).	Stand, to.	Stå (p. 13).
<u> </u>	Station, see posting-	(p. 10).
	station, railway-	
	station.	
Afgaa, gaa bort (p.	Start, to.	Afga (p. 13).
8).		/9w (p. 10).
Dampskib (-et, -e).	Steamer.	Ångbåt (m.), ångslup (steam-launch).
Opvarter (-en, -e).	Steward.	Uppassare (m.).
Stok (-ken -ke).	Stick.	Staf (m.).
Endnu.	Still.	Ännu.
Stigbøile (-n, -r).	Stirrup.	Stegbögel (m.).
Strømpe $(-n, -r)$ .	Stocking.	Strumpa (f. pl. on)
Sten (-en, -e); stenet.	Stone: stony	Strumpa (f., plor). Sten (m.).
Standse (p. 8).	Stop, to.	Stå stilla (p. 13).
Ligefrem.	Straight on.	Rakt fram
Rem (-men, -mer).	Strap.	Rakt fram. Rem (f.).
Jordbær (-et; pl. id.).	Strawberry	Smultron (n.).
Strøm (-men, -me).	Stream.	Ström (m.).
Snor (-en, -e) Snore	String.	Snöre (n.).
(-n, -r), Hyssing (-en).	~~~~	Shore (n.).
Stærk.	Strong (also rough	St1
Saadan.	Strong (also rough, fatiguing).	Stark.
	Such.	Sådan.
Suk-ker (-ren).	Sugar.	Socker (n.).
Som-mer (-ren, -re);		Sommar (m.); om
om romren.	mer.	sommaren.
Sol (-en, -e).	Sun.	Sol (f.).
Aftensmad (-en).	Supper.	Aptonmåltid (m.).

Norwegian.	English.	Swedish.
Bord (-et, Bord).	Table.	Bord (n.).
Tage (p. 8); sørge (p. 8).	Take; take care of.	Taga; hafva omsorg om (p. 13).
Taxt (-en, -er).	Tariff.	Taxa (f.).
Thee (-n).	Tea.	Te (n.).
Kikkert (-en, -er).	Telescope.	Teleskop (n.).
End.	Than.	Än.
Tak; mange Tak.	Thanks; many thanks.	Tackar; tackar ödmju- kast (mosthumbly).
At.	That.	Att.
Iovermorgen.	The day after to-mor-row.	
Iforgaas.	The day before yes- terday.	
Da, paa den Tid.	Then.	$D\mathring{a}$ , $p\mathring{a}$ den $Tid$ .
Der.	There.	Der.
Tyk.	Thick.	Tjock.
Tynd.	Thin.	Tunn.
Sag $(-en, -er)$ .	Thing.	Sak (f.).
Tanke $(p. 8)$ .	Think.	Tänka (p. 13).
Tørstig.	Thirsty.	Törstig.
Iaften; imorges.	This evening; this morning.	I afton; i morse.
Did.	Thither.	Dit.
Traad (-et, Traad).	Thread.	Tråd (m.).
Tre Gange.	Three times.	Tre Gånger.
Gjennem.	Through.	Genom.
Biljet (-tet, -ter).	Ticket.	Biljett (n.).
Trætt.	Tired.	Trött.
Fast.	Tight.	Fest.
Indtil; ikke før.	Till; not till.	Till, intill. Tid (m.).
Tid (-en, -er).	Time.	Till.
Til.	To.	Tobak (m.).
Tobak (-ken).	Tobacco. To-day; to-morrow.	I dag; i morgon.
Idag; imorgen.		Ihop, tillsammans.
Tilsammen.	Together. Too (much etc.).	För mycket.
For (meget etc.).	Top.	Spets (m.).
Top (-pen, -pe).	Towards.	Emot.
$egin{aligned} Mod.\ Haandklæde\ (-t,\ -r). \end{aligned}$	Towel.	$Handduk \ (m.).$
By $(-en, -er)$ .	Town.	By (m.).
Tog (-et, Tog).	Train.	$T_{ag}^{a}$ (n.).
Oversættelse $(-n, -r)$ .		Ofversättning (f.).
Reise $(p, 8)$ .	Travel, to.	Resa (p. 13).
Besvær (-et); besvær	- Trouble; trouble-	Besrär (n.).
lig.	some.	

Norwegian.	English.	Swedish.
Benklæder.	Trousers.	Benkläder.
Ørret (-en, -er).	Trout.	Forell (m.).
Sand; det er sandt.	True; that is true.	Sann; det är sannt.
Kuffert (-en, -er).	Trunk.	Koffert (m.).
Sandhed (-en, -er).	Truth.	Sanning (f.).
Forsøge.	Try.	Försöka (p. 13).
To Gange.	Twice.	Två gångar.
Styg.	Ugly.	Stygg.
	Umbrella.	Regnskärm (m.).
Paraply (-en, -er). Unbestemt.	Uncertain.	Obestämmt.
		Under.
Under.	Under.	
Forstaae (p. 8).	Understand.	Förstå (p. 13).
Unbehagelig.	Unpleasant.	Obehagelig.
Op, oppe; opad (Bak- ken).	Up; upniii.	Up, uppe; uppåt, uppåt backen.
Paa.	Upon	På.
Brug(-en), Nytte(-n).	Use.	<i>Bruk</i> (n.).
Bruge (p. $\aleph$ ).	Use, to.	Bruka (p. 13).
Sædvanlig, alminde- lig.	Usual.	Vanlig.
Dal(-en, -e).	Valley.	Dal (m.).
Værdi (-en).	Value.	Värde (n.).
Grønsager.	Vegetables.	Grönsaker.
Slør (-et, Slør).	Veil.	Slöja (f.).
Meget.	Very.	Mycket.
Udsigt (-en, -er).	View.	Utsigt (f.).
Landsby (-en, -er);	Village village	By (m.).
Landhandler (-en,	shopkeeper.	ng (m.).
Eddike(-n).	Vinegar.	Ättika (f.).
Besøg (-et, Besøg).	Visit.	Besök (n.).
Søreise $(-n, -r)$ .	Voyage.	Sjöresa (f.).
Vente (p. 8).	Wait.	Vänta (p. 13).
Opvarter (-en, -e).	Waiter.	Uppassare (m.).
Spadsergang (-en, -e).	Walk.	Spatsergång (m.).
Varm ; jeg har varm.	Warm; I am warm.	Varm.
Vadske (p. 8).	Wash.	Tvätta (p. 13).
Vadskekone (-n, -r).	Washerwoman.	Tvätterska (f.).
Vand $(et, -e)$ .	Water.	Vatten (n.).
Lokum (-et), 'det lille	Water-closet	Afträde (n.), or det
Hus.		$lilla\ hus.$
Fos (-sen, -ser).	Waterfall.	Fors (m.).
Svag.	Weak.	Svag.
Veir (-et).	Weather.	Väder (n.).
$Uge\ (-n, -r).$	Week,	Vecka (f.).
Frisk, sund.	Well (in health).	Frisk, sund.

Norwegian.	ENGLISH.	Swedish.
Brønd(-en, -er), Kilde(-n, -r).	Well (subst.)	Brunn (m.), källa (f.).
Vel, godt.	Well (adv.).	$V\ddot{a}l,\ godt.$
Vest (-en); vestlig, vestre.	West; western.	Vest (m.).
$Fugtig,\ vaad.$	Wet.	Fuktig, våt.
Hjul (-et, Hjul).	Wheel.	Hjul (n.).
Svøbe $(-n, -r)$ .	Whip.	Piska (f.).
Naar, hvad Tid.	When (interrog.).	När.
Da (with past tense), naar (with present or future).		Då ; <b>n</b> är.
Hvor.	Where.	Hvar.
Medens.	While.	Medan.
Hvorfor.	Why.	Hvarför.
Husfru (-en, -er).	Wife.	Husfru, fru (f.).
Vind(-en, -e).	Wind.	Vind (m.).
Vindue $(-t, -r)$ .	Window.	Fönster (n.).
Vin(-en, -e).	Wine.	<i>Vin</i> (n.).
Ønske (p. 8).	Wish, to.	Önska (p. 13).
Med.	With.	Med.
Inde.	Within.	Inne.
Kvinde(-n, -r).	Woman.	Gvinna (f.).
Skov $(-en, -e)$ ; Tiur $(-en, -er)$ .	Wood; woodgrouse.	Skog (m.); tjäder (m.).
Ord (-et, $Ord$ ).	Word.	<i>Ord</i> (n.).
Arbeide $(-t, -r)$ .	Work.	Arbete (n.).
Vard.	Worth (adj.).	Värd.
Skrive $(p. 8)$ .	Write.	Skrif va (p. 13).
Urigtig, gal, falsk; jeg har Urett.	Wrong; I am wrong.	Falsk, origtig; jag har orätt.
Aar(-et, Aar).	Year.	<i>År</i> (n.).
$Gar{u}l$ .	Yellow.	Gul.
Igaar.	Yesterday.	Igår.
Ja, jo (the latter being used in answer to a question in the negative or expressing doubt).	Yes.	<b>J</b> a; jo.
Ung.	Young.	Ung.

## Short and Useful Phrases.

Norwegian.	English.	Swedish.
Gōd Morgen, Ăften, Năt.	Good morning, even- ing, night.	God morgon (pron. gu morron), afton, natt.
Hvördan här De det?		Hur mår Ni (herrn)? Hur står det till?
Tak skal De have! Mange Tak!	Thankyou. Many thanks.	Tack! Jag tackar så mycket.
$Var{lpha}r\ saa\ gar{u}d$ !	Be so good. Please.	Var så god!
Hvad ønsker De?	What do you want?	Hvad önskar Ni? Hvad vill Ni ha?
Hrad behäger? (sounds almost like Va ba?)	What do you wish?	Hvad behagas?
Taler De Engelsk?	Do you speak English?	Talar Ni engelsk?
norsk, svensk.	No, but I speak a little Norwegian, Swed- ish.	(final t silent) nor- ska, svenska.
Ønsker De et Værelse?	Do you want a room?	Onskar Ni ett rum?
Hvad kan jeg faa at spīse? (æde is used of animals only).	What can I have to eat?	Hvad kan jag få att äta (or spisa)?
Giv! — $Tag!$ — $Stop!$	Give. Take. Stop.	Ge (gif)! — Tag! — Håll (stopp)!
Det behager mig alde- les ikke.	That (this) does not please me at all.	
Forstaar De det?	Do you understand that?	Förstår Ni det?
Er det ikke godt?	Is that not good?	Är det icke (more com- monly inte) bra?
Jo, det er mēget godt. (Jo is used in reply to a negative in- terrogative.)	Yes, it is very good.	Jo, det är mycket bra.
Hvad hedder dette	What is the name of	Hvad heter detta stäl-
Stēd?DenneStatiōn? Hvad hedder Du?		le ? den här statiö- nen? Hvad heter du?
Hvad hedder — kaldes — det paa norsk, paa svensk?	What is that in Norwegian, Swedish?	Hvad heter det på nor- ska, på svenska?
om det?	How do you like that?	Hvad tycker Ni ŏm det?
Det behager mig meget godt.	I like it very well.	Det behagar mig mycket bra.
Vent lidt! Bi lidt!	Wait a little.	Vänta litet!
Pas paa!	Take care.	Pass på! (se upp!)

Norwegian.	English.	Swedish.
Det er överflödigt.	That is superfluous.	Det är öfverflödigt.
Hvem banker paa	Who is that knocking	Hvem klappar på dör-
Døren?	at the door?	ren?
Kom ind!	Come in.	Stig in!
Vær saa god, lŭk Dø- ren!	Please shut the door.	Var så god och stäng dörren!
Aabn et Vindue!	Open a window.	Öppna ett fönster!
Jeg er trætt, hulten og tørstig.	I am tired, hungry, and thirsty.	Jag är trött, hungrig och törstig.
Hvad koster det?	What does this cost?	Hvad kostar det?
Er alle Pladse op-	Are all the places ta-	Äro alla platser upp-
tāgne ?	ken?	tagna?
ondt.	I am very sorry for that.	ondt (ledsen).
Kroner-Sedel?	Can you change a ten- crown note for me?	krone-sedel?
Ja, men jeg har ikke	Yes, but I have no	Ja, men jag har inte
Smaapenge, heller ikke Skillemynt.	small change.	sm å mynt.
Hvad er Klokken?	What o'clock is it?	Hvad är klockan?
Klokken er to; halv	It is two o'clock; half	Klockan är tu (två);
tolv; tre Kvarter til	past eleven ; a quar-	half tolf; tre quart
ēt; et Kvarter over	ter to one; a quar-	på (or till) ett; en
ti; fem Minutter	ter past ten; five	qvart öfver tio; fem
over fire; mangler	minutes past four;	minūter öfver fyra ;
tre Minutter i syv.	three minutes to seven.	half tolf; tre quart på (or till) ett; en quart öfver tio; fem minuter öfver fyra; fattas tre minuter i sju.
Jea vilde ajerne reise	I wish to start early.	
$t\bar{\imath}dligt.$		tidigt.
kes.	I wish to be called (wakened).	$v\ddot{a}ckt$ .
	When am I to waken	När (hur dags) skall jag väcka Er?
Dem?	you? At six o'clock.	Klockan sex.
Klokken sex. Det er for $s\bar{e}nt$ .	That is too late	Det är för sent.
Saa maa De komme	Come conting then	Då får Ni komma ti-
tidligere.		digare.
$Fr\bar{o}kost$ ?	Do you want break- fast?	frukost?
(Tak is not used	Yes, thank you. No, thank you.	Ja, jag tackar; nej, jag tackar.
alone.) Der er Drikkenenge	Here is the gratuity.	Där är drickspenaar
Om Forlådelse! Jeg	Excuse me.	Ursäkta! Jag ber om
bēder om Undskyld-	III. COO III.O.	ursäkt.
ning!		

NORWEGIAN. ENGLISH. Swedish. Tag det ikke ilde op! Don't take it ill. Tag inte illa upp! That does not matter. Det göringenting (ska-Det gjør intet. dar inte). Veiret er idag smukt, To-day the weather is Vädret är i dag vacfine, but vesterday kert, men i går var men igaar var det it was very bad; it det mycket dåligt; meget stugt ; det regrained the whole det regnade hela nede den hēle Dāg. day. dagen. I morgen vil vi have To-morrow will be I morgon få vi blåst. Blæst. windy. Veiret er mørkt, lum- The weather is dull, Vädret är mulet, qvalmert, varmt, koldt, sultry, warm, cold, migt, varmt, kallt, foranderligt, bechangeable, settled. ostadigt, stadigt. standigt. Søndenvinden har The south wind brings Sunnanvinden Skyer og Regn til clouds and rain. med sig moln och Følge. rean. Det bliver kjøligt; det It is getting cooler; Det blir kyligt; det it is clearing up. klarnar upp. klarer op. Solen gaar tidligt op. The sun rises early. Solen går tidigt upp. Solen gaar sildigt ned. The sun sets late. Solen går sent ned. Om Sommeren i de One can travel com- Om sommaren under lyse Nætter reiser fortably in the light de ljusa nätterna man meget behage- nights of summer. reser man mucket ligt — hyggeligt. behagligt.

Jeg glæder mig meget I am very glad to see Det gläder mig mycket over at se Dem igjen. att återse Er. vou again. Er De sug? Are you ill? Ar Ni sjuk? Jeg er ikke rask. I am not well. Jag mår inte bra. Skal jeg gaa efter en Shall I go for a doc-Skall jag gå éfter en Lage? tor? läkare? Jeg har Tandepine. I have toothache. Jag har tandvärk. Jeg har ingen Feber, I have no fever, but Jag har inte någon men jeg trænger til I need rest. feber, men jag be-Hrīle. höfver hvila. Lud mig være alene. L'at mig vara ensam. Leave me alone. Ler nel! Far nel! Farewell. Farväl! Adieu!

Vær saa god, vīs mig Please show me the Var så god och visa
Vejen til N. way to N. mig vägen till N.
Hvōr kommer De frā? Where are you coming Hvarifrån kommer
from? Ni?

Jeg kommer fra Slot- 1 come from the castle. Jag kommer från slottet.

Norwegian.	English.	Swedish.
Hvörlängt er der herfra til N?	Go straight on; to the right; to the left.  How far is it from here to N?	Hur långt är det häri- från till N.?
for at komme til N?	How much time do I need to reach N.?	det för att komma till N.?
med Kortet? Ved Hiørnet maa De	Can we find our way with the plan (map)? You must ask again at the corner.	kārtan? Vid hörnet måste Ni
Gaa altid fremād.	Go straight forwards. When are you coming back?	Gå alltjämt framåt.
Er Herr N. hjemme? Kan jeg faa Hr. N. i Tale?	Is Mr. N. at home? Can I see Mr. N.?	Är Herr N. hemma? Kan jag få tala med Herr N.?
Gīv ham mit Kort.	Give him my card.	
Hvör er Pórtneren?	Where is the porter?	
Er De fremmed $h\bar{e}r$ ?	Are you a stranger here?	
Er De gift? Har De Børn?	Are you married? Have you any child-ren?	Är Ni gift? Har Ni bārn?
Jeg har været gift og har et Barn.		Jag har varit gift och har ett bārn.
En Søn eller en Dat- ter?	A son or a daughter?	En son eller en dotter?
Opvärter, en Flaske Vin, Øl, en Kop Kaffe!	Waiter, a bottle of wine, beer, a cup of coffee.	
Ønsker De Hvedebrød	Do you want wheaten bread with it, or cake?	Önskar Ni hvetebröd eller kakor till?
Bring mig en Aqva- vit! (en Cognac, en "Allum", en "Lys- holmer").	Bring me a glass of	Ge mig en sup, ett glas brännvin, kon- jak, etc.
Bring mig Punsch og Sodavand.	Bring me some punch and soda-water.	Ge mig punsch och sodavatten.
Spirituoser faas ikke	Spirits are not to be	Spirituosa kan man

day.

NORWEGIAN. om Lørdægs Aften og hele Søndagen.

ENGLISH. got on

Saturday evening and SunSwedish.

icke få om lördags afton (or qväll) och hela söndagen (generally pron. söndán).

Bring mig en halv Por- Bring me half a por- Ge mig en half portion tion of denne Steg, Potetes og en halv Flask Øl (en halv  $\mathfrak{O}(1)$ .

Hvor er Spiseseddeln? Where is the bill of Hvar är matsedeln?

tion of this roast meat, some potatoes, and half a bottle of beer.

(pron. portshon) af den här steken, potatis och en half buteli öl (en half öl).

fare?

eller Hvēdebrød?

Jegønsker Brød, Smør I want some bread, Jug önskar bröd, smör

og Ost. Gammelost og Mysost ?

Den første er for barsk The og den anden for  $s\overline{\rho}d$ .

Gaffel, en Tállerken, en Skē og et Glas. Nei, heller to Glas.

Ønsker De Rūgbrād Do you want rye- Önskar Ni rågbröd eller hvetebröd? bread or wheatenbread?

butter, and cheese. Hvad synes De om How do you like the Hvad tycker Ni om old cheese and the Myse cheese?

strong and the latter too sweet.

Bring mig en Kniv, en Bring me a knife, a Ge mig knif och gaffel, fork, a plate, a spoon, and a glass. No, better two glas-

ses.

och ost.

gammal ostochmēsost? former is too Den förste är för skarp och den andre för

> en tallrick, en sked och ett glas. Nej, häldre två glas!

söt.

ber, Sennop, Eddike.

Har DeVand?

Bring mig en Pánde-Bring me a pancake Ge mig en pánnkāka kæge og Sukker; en Pølse, Suppe, Mælkevelling; Mælk og Fløde; Grønt (Gemyse) etc.

kost, inden De reise?

og to Æg; men haard-, blødkogte  $E_g$ .

Der mangler Salt, Pe- There is no salt, pep- Det fattas salt, peppar, per, mustard, vinegar.

sēnap, ättika. kogende Have you boiling wa- Har Ni varmt vatten?

> and sugar; a sausage, soup, some bread - and - milk; milk and cream; vegetables.

Onsker De varm Fro- Do you wish a hot Önskar Ni varm fru-(meat) breakfast before you start?

Nei, kun en Kop Kaffe No, only a cup of cof- Nej, bara en kopp kaffe fee and two eggs; but the eggs must be hard, soft boiled.

och socker; en korf, välling; soppa, mjölk och grädda; grönsāker, etc.

kost före resan?

och två ägg; men hård-kokta, löskokta ägg,

Norwegian.	English.	Swedish.
Kan jeg faa Rēræg	Can I have beat-up	Kan jag få ägg-röra
Har De Fisk?	or poached eggs? Have you fish?	Har Ni fisk?
Ja, der er Torsk, Lax,	Yes, you can have	Ja, det fins torsk, lax,
Hummer, Flyndre	torsk (a kind of cod), salmon, mackerel, lobster.	hummer, flundror
	flounders, etc.	
Kan jeg faa noget Koldt Skinke Palse	Can I have something	Kan jag få någon kall-
og andet saadant?	cold; ham, sausage, or something of that sort?	och annat sådant?
Vilbekomme!	May it agree with you! (said on rising from	Välbekomme!
	table after dinner).	
ned.	Get my things washed.	
kōnen?	When does the wash- erwoman come?	skan?
	Everything must be ready to morrow,	
dig.	in two days.	digt (vara i ord- ning).
Kan jeg stöle derpaa?	Can I depend upon it? I have made a large	Kan jag lita på det?  Jag har fått ett stort
Hul i Frakken, i	hole in my coat,	hật på rocken, på
Kjolen, i Bûxerne; lad det straxt sū	hole in my coat, dress-coat, trou- sers; get it mend- ed at once.	fracken, på byxor- na: låt genast laga
samme, reparēre.	ed at once.	det.
Hvor meget er jeg Dem skyldig?	How much do I owe you?	skyldig Er?
Det er for meget, for $d\bar{y}rt$ .	That is too much, too dear.	Det är för mycket, för durt.
Priserne er for høie.		
Vil De snyde mig?	Do you want to cheat me?	Vill Ni preja miy?
Bring mit Tøi — min Bagage —i Hotellet.	Bring my luggage to the hotel.	Skaffa mina saker (mitt bagage) till hotellet.
	What is the regular charge (tariff)?	Hvad är taxan?
Hvad betāles for Kjør- sel med Kjēretøi	What is the charge for the drive for a	Hvad betalar man för åkning med en en-

Norwegian.	English.	Swedish.	
$forspændt med ar{e}n$ $eller tar{o}$ $Heste$ ?	carriage with one horse, with two horses?	spännare (åkdon med en, två hästar)?	
fra nærmeste Hol- deplads.	Fetch me a cab from the nearest stand.	från närmaste håll- plats.	
og tilbage — for Tur og Retur?	and back?	Hvad betalar man (för åkning) från och tillbaka?	
tales efter Overens- komst.	to bargain.	lar man efter öfver- enskommelse.	
Hest befordres kun to voxne Personer.	veyed in a one- horse carriage.	man blott två vuxna personer.	
Jeg vil kjøre tīmevīs. Hvormeget koster det per Tīme?	I wish to drive by time; what is the fare per hour?	Jag vill fara på tim- me; hvad kostar det i timmen?	
Er der en Bÿbūd, eller en Fĕrgemand?	Is there a porter here, or a boatman?	(en bärare) eller en båtkarl (roddare)?	
eller Baadskyds?	Do you wish to go by land or water?	vägen eller sjövägen?	
$Dampskar{\imath}bet.$	I wish to travel by the steamboat.	båten.	
skib.	No steamboat starts to-day.	$b\mathring{a}t.$	
Da besørg en Baad med fire Mand (not Mand).	Then order a boat with four men.	Beställ da en båt med fyra karlar (man).	
Har de Niste med?	with you?	Har Ni matsäck med?	
og for Rörskarlene (pron. kårene).	rowers.	Er och roddarna.	
meget flink og staut.	The young oarsman is very fast and strong.	mycket rask och stark.	
Regn?	Shall we have wind or rain?	•	
der er Bølger.	The fjord is rough; there are waves.	rörd); det går vågor (böljor).	
Da bliver jeg sāsyg.	Then I shall be sea- sick.	Då blir jag sjösjuk.	

Norwegian.	English.	Swedish.
Vær saa god, vis meg	Please tell me which	Var så god och visa
Veien til B $ar{a}$ negaar-	is the way to the	mig vägen till ban-
den.	station?	gården.
N. ?	When does the train for N. start?	,
Reiser De med Hurtig-	Do you travel by the	Reser Ni med snälltå-
Tog?	express train or by the mixed train?	dade täget?
Billetkontöret er endnü	The ticket-office is	Biljettkontöret är än-
ikke aabent.	not open yet. When is it opened?	nu inte öppet.
Naar aabnes det?	When is it opened?	När öppnas det?
En Billet første — an-	A ticket for N., first-	En biljett första —
den — trēdje Klasse	class, second-class,	andra — trēdje
til N. Har De Overvægt?	third-class.	klass till N.
	weight?	
	Where is the smoking	Hvar är rök-, dam-
kupēen ?	carriage, the ladies' compartment?	_
Frā hvilken Kant kom- mer Vinden?	Which side does the wind come from?	Från hvilket håll kom- mer vinden?
Vær saa god, luk Vin-	wind come from? Please shut the win-	Var så god och stäng
duet!	dow.	fönstret!
$Tr lpha kluft$ er meget $f \overline{lpha} r lig$ .	A draught is very dangerous.	Drag är mycket far- ligt.
Hnad hedder dette	What is the name of	
Vand hint Biera.	this lake, moun-	siön, det der berget.
denne Station?	tain, station?	den här stationen?
Er Banen smalspöret?	this lake, mountain, station? Is this a narrow-gauge line?	Är detta en smalspårig bana?
Hvor mange Klasser	How many classes are	Hur många klasser
gīves her?	there?	fins det här?
	there? Only two, three, one.	en.
Er der et godt Hotel	Is there a good hotel	Fins det ett godt (bra)
i N? Hvilket er det	at N.? Which is the best?	Hotel i N.? Hvil-
bedste?	the best?	ket är det bästa?
De er alle gode; der	They are all good;	De aro alla bra; det
	there is no difference.	
$Selsk\bar{a}b$ !	Thank you for your agreeable company.	
Behagelig — lykkelig	A pleasant, happy	Angenäm — lycklig —
— Reise!	journey. I go on foot. Guard, will you take	resa!
$oldsymbol{Jeg\ gaar\ tilfods.}$	I go on foot.	Jag går till föts.
Hr. Konduktør, vil De	Guard, will you take	Herr konduktor, vill

SWEDISH. NORWEGIAN. ENGLISH. Ni (vill Herr konophevare mit Tøi. care of my luggage duktören) förvara till the afternoon? til i Eftermiddag? mina saker tills i eftermiddag? Kan jeg faa et Værelse Can I have a room Kan jag få ett rum med en säng — med with one bed, with med en Seng — med två sängar? two beds? to Senge? Bring mig et Lys og Bring me a candle and Skaffa mig ett ljus och kallt vatten till att some cold water for koldt Vand, for at washing myself. tvätta mig i. vaske mig. Where is the water- Hvar är privetet (af-Hvor er Lökumet, trädet)? Dăs ? closet?  $n\bar{e}d\bar{a}d$  Go upstairs, down- Gå Gaaopad. uppför, nedför trappan och sedan Trappen og derefter stairs, and then til høire, til venstre. turn to the right, till höger, till venster. left. Har De en Stovle- Have you a boot-jack? Har Ni en stöfvelknekt? knæat? Nei, men jeg skal gaa No, but I will call the Nej, men jag vill ropa 'boots', to pull off efter Gaardskarlen, gårdsdrängen, som skæl trække af your boots. som skall dra af Er stöflarna. Dem Støvlerne. Jeg forstaar Demikke, I do not understand Jag förstår Er inte, Ni De maa tale høiere måste tala högre och you, you must speak og lángsómmere. louder and slower. långsammare.Kan jeg faa en Fø- Can I procure a guide, Kan jag få en förare rer, en Ledsager, en attendant (to show (väqvisare), en led-Barer? the way), porter? sagare, en bärare? Jeg giver gjerne dob- I am ready to give a Jag ger gerna dubbla belte Drikkepenge. double gratuity. drickspengar.

Jeg vil saa straxt som I wish as soon as pos- Jag ville så fort som muligt have en Kariāl og en Hest; tā Karioler  $med t\bar{o}$ Heste.

til den næste Station?

Hvor er Dagbogen?

sible a carriole with one horse, two carrioles with two horses.

Hrad koster Skydsen What is the fare to Hvad kostar skjutsen the next station?

> Where is the day- Hvar fins dagboken? book?

Hos Stationsholderen, At the stationhos Skydsskafferen. master's.

Jeg vil straxt reise vi- 1 wish to go on at once. Jag vill genust resa dere.

möjligt få en skjutskärra (karriol) med en häst, två karrioler med två hästar.

tills nästa Station?

Hos gästgifvaren (generally pron. yayshivaren).

vidare.

NORWEGIAN. ENGLISH. SWEDISH. Hvor er Skydskarlen, Where is the driver? Hvarärkusken(skjuts-Gutten? pojken)? Det er en god og flink That is a good and fast Det är en god och rask Hest. Hvor gammel horse; how old is häst; hur gammal er den? he? är han? Har Du en Tollekniv? Have you a knife? Har du en knif? Hvor har Stationshol- Where did the sta- Hvar har gästgifvaren deren kiøbt Hesten? tion - master huv köpt hästen? Hur Hvor mange Heste this horse? How många hästar har har han? many horses has he? han? Hesten er doven, der The horse is lazy, he Hästen är lat, här bebehøves en Pidsk. needs a whip. Have höfs en piska. Har Har Du en? you got one? du någon? De kjører for hurtigt, You are driving too Ni kör för fort, för for langsomt! fast, too slow. lånasamt. Jeg vil gjerne komme I want to get to N. in Jag vill gerna komma tīdligt til N., for at time to catch the tidigt (i god tid) till naa Dampskibet. N, för att hinna med steamboat. ånabåten. Gode Ven! Kjære Far Good friend, dear Min kära vän, kära - en Hest! father, a horse! far, en häst! You must wait a little. Ni får vänta litet. De maa vente lidt. Er her i Nærheden et Is there a post-office Fins här i närheten en postanstalt? Postaabneri? near here? Har De et Brev for Have you a letter for Har Ni (fins här) nå got bref till mig? mia? me? Naar kommer Posten When does the dili-När kommer posten gence for N. arrive? till N.? Faaes her godt Natte-Can i obtain good Kan man här få ett godt nattlogi? quarter, godt Nattenight - quarters logis? here? Alle Værelser er op- All the rooms are oc- Alla rum äro upptagna. cupied. Jeg har desværre glemt I have forgotten my Jag hardessvärre glömt min resväska min Vadsæk; gaa travelling bag. Go tilbage for at hente back and fetch it. (nattsäck); gå tillbaka om hämta den. Jeg har tabt min Rei- I have lost my guide- Jag har förlorat min resehandbok. book. I have found seboa. Jeg har funhar funnit rätt på det den igjen. it again. den igen. Stands lidt; vi vil Stop a little; we will Hall (stanna) litet; vi vilja vattna hälet the horses drink. vande Hestene. starna. Hvad är det der? Hvad er det der? What is that there?

Der har gaaet en Skrēd An avalanche has de- Der har ett ras ägt

NORWEGIAN. ned, en Snēskred, en Jördskred.

ENGLISH. scended there, an Swedish.

rum, ett snöras, ett avalanche of snow, jordras. a landslip.

Der er en Sæter, men That is a sæter; but Der är en säter, men nobody lives in it. det bor ingen folk der bor ingen Folk. der.

Den här elfven (ån) Denne Elv maa vi va- We must wade måste vi vada öfver. de over. through this river. Vi vil qua over Snē- We will cross the Vi vilja gå öfver snösnow-bridge. bron. brõen.

Nei, gaa ikke, der er No, do not go, there Nej, gå inte, där är are large holes in it. store Huller. stora hål.

Er der Sprækker paa Are there crevasses in Fins det remnor på Bræen? the glacier? glaciéren?

Man maa sammenbin- We must tie ourselves Man måste binda sig des med et Toug. together with rotillsammans med ett. pes. tåg.

Jeg har et daurligt I have a sore foot; I Jag har ondt i foten;  $B\bar{e}n$ ; jeg har en have a blister, a jag har en blåsa, en Blemme, en Bule. smulst. boil.



